THE LITERARY DIGEST

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TOPICS - OF - THE - DAY

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"WET" AND "DRY" SPOTS IN THE GROWING "DIGEST" POLL

"NEITHER A WET WETNESS NOR A DRY DRYNESS" is the descriptive phrase applied by the editor of the New York *Globe* to the drift of opinion exprest by the first 94,000 votes tabulated, in the July 15th issue, in THE DIGEST'S poll of the nation on Prohibition. Perhaps the most significant fact about the present tabulation of nearly four times as many votes is that, with growing numbers, the relative strength of the "dry," "moist" and "wet" votes remains much the same. There has been a slight drift to dryness, it is true, throughout the first three polls, but the total change is inconsiderable.

The early showing of THE DIGEST'S poll "will surely call out a vigorous statement from Mr. Anderson and Mr. Wheeler," observes the Utica *Press*, "but the fact remains that it appears to be a perfectly fair and free expression of popular opinion." A strong statement by Mr. Anderson, State Superintendent of the Anti-Saloon League of New York and President of the Allied Citizens of America, appeared in last week's DIGEST, and Mr. Wheeler, General Counsel and Legislative Superintendent of the Anti-Saloon League, is quoted in this number. Representatives of organizations in favor of a modification of the present liquor law also were asked to comment, in accordance with THE DIGEST'S policy of presenting both sides of debated questions, and their replies were promised for this week. Colonel Walter Jeffreys Carlin, of the firm of Carlin and Gillett, General Counsel for the Association Against the Prohibition Amendment, gave out the following statement:

"We believe, and the first results of the poll show, that the great majority of the people are opposed to Volsteadism and, while believing that the saloon should always be prohibited, we also believe that the right to drink light wine and beer should be afforded on land as well as on sea, for no one has ever been able to prove that the use of these beverages ever impaired the morality or usefulness of our citizens.

"THE LITERARY DIGEST'S poll is one, as we understand it, taken among all classes. If it were confined to labor alone, the sentiment would be found to be almost unanimous in favor of light wines and beers. Much of the unrest in the labor world is caused by the fact that the workingmen believe that they are being discriminated against in favor of those who have well-stocked cellars or the wherewithal to get new supplies, whereas the average workingman is now placed in the position of buying poor liquor at exorbitant prices.

"It is not only labor that is discontented. Throughout all classes you find that people are beginning to realize that the Volstead brand of Prohibition, based as it is on a legislative lie which declares non-intoxicating beverages to be intoxicating, is breeding disrespect for all law, and that the Volstead Act is held in contempt and openly violated by all classes of people who otherwise are law-abiding citizens."

A commentary on Mr. Carlin's claim that, if the poll were confined to labor alone, "the sentiment would be found to be almost unanimous in favor of light wines and beers," is furnished by the results of the first of several polls which THE DIGEST purposes taking in various factories. A poll of the Edison works in New Jersey gives the following results:

For Enforcement...	93
For Modification....	978
For Repeal	966

This poll was taken under the supervision of Charles A. Edison, who saw to it that the ballots were distributed one to each worker. They were marked secretly, and deposited by the individual workers in sealed ballot boxes, later opened by representatives of THE DIGEST. The result shows a proportion of slightly more than twenty to one against the continuation and enforcement of the present liquor laws.

Any discussion or consideration of the question of Probibition, such as is involved in the present poll, is opposed by many "dry" advocates, on the ground that, as Mr. Anderson, of the Anti-Saloon League explained in his detailed statement in these columns last week, modification would mean an attack on the Constitution, of which the Prohibition Amendment is now a part. Samuel Wilson, Assistant State Superintendent of the Anti-Saloon League of New Jersey, in charge of the Department of Law Enforcement, expresses this attitude by the very strong statement that—

"The straw vote on Prohibition now being conducted by THE LITERARY DIGEST is valueless as a test of public sentiment because based upon a fallacy.

"Were it not for the respectable antecedents of the magazine and its publishers, Question 'B' would compel suspicion that the questionnaire is a piece of wet propaganda. It reads:

"'Do you favor a modification of the Volstead law to permit wines and beers?'

"This is equivalent to an inquiry, 'Do you wish Congress to nullify the Eighteenth Amendment by writing into the Volstead

PROHIBITION

Those in favor of the strict enforcement of the Eighteenth Amendment and Volstead Law	135,834
Those in favor of a modification of the Volstead Law to permit light wines and beer	145,727
Those in favor of repealing the Prohibition Amendment	76,039

SOLDIERS' BONUS

	Yes	*No*
Do you favor a Federal Bonus for all soldiers and sailors who wore the uniform during the World War?	177,486	176,337

SUMMARY OF 357,600 BALLOTS.

This week's returns in THE DIGEST'S national poll on prohibition show a slightly drier tendency. The votes are tabulated in detail on the next page.

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TABULATION OF THE PROHIBITION VOTE BY STATES

Votes Received up to and Including July 10th, 1922

	For Enforcement	For Modification	For Repeal
NEW ENGLAND STATES			
1 Maine	59	54	45
2 New Hampshire	473	614	237
3 Vermont	16	6	6
4 Massachusetts	9,857	10,620	6,178
5 Rhode Island	45	89	69
6 Connecticut	71	98	58
TOTAL VOTES	10,521	11,481	6,593
MIDDLE ATLANTIC STATES			
1 New York	17,279	26,108	14,896
2 New Jersey	3,765	5,760	3,241
3 Pennsylvania	15,992	15,543	11,080
TOTAL VOTES	37,036	47,411	29,217
EAST NORTH CENTRAL STATES			
1 Ohio	12,442	9,524	4,258
2 Indiana	6,297	4,622	1,940
3 Illinois	15,719	18,318	10,347
4 Michigan	5,292	4,817	1,662
5 Wisconsin	3,983	4,968	1,881
TOTAL VOTES	43,733	42,249	20,088
WEST NORTH CENTRAL STATES			
1 Minnesota	4,048	3,896	1,304
2 Iowa	5,861	5,955	2,488
3 Missouri	4,471	3,962	2,835
4 North Dakota	16	17	1
5 South Dakota	21	9	2
6 Nebraska	72	44	19
7 Kansas	5,677	2,808	1,194
TOTAL VOTES	20,166	16,691	7,843
EAST SOUTH CENTRAL STATES			
1 Kentucky	48	59	55
2 Tennessee	42	17	10
3 Alabama	23	19	5
4 Mississippi	13	11	5
TOTAL VOTES	126	106	75
WEST SOUTH CENTRAL STATES			
1 Arkansas	15	12	1
2 Louisana	12	13	3
3 Oklahoma	523	465	141
4 Texas	3,366	2,368	802
TOTAL VOTES	3,916	2,858	947
SOUTH ATLANTIC STATES			
1 Delaware	6	14	4
2 Maryland	1,667	2,386	2,436
3 Dist. of Columbia	63	153	67
4 Virginia	32	48	22
5 West Virginia	18	20	4
6 North Carolina	34	20	8
7 South Carolina	22	34	10
8 Georgia	1,816	1,851	750
9 Florida	11	4	8
TOTAL VOTES	3,669	4,530	3,309
MOUNTAIN STATES			
1 Montana	11	16	8
2 Idaho	9	13	5
3 Wyoming	2	5	—
4 Colorado	896	854	387
5 New Mexico	5	5	1
6 Arizona	8	3	—
7 Utah	8	16	6
8 Nevada	1	1	1
TOTAL VOTES	940	913	408
PACIFIC STATES			
1 Washington	4,780	4,466	1,356
2 Oregon	39	24	6
3 California	10,908	14,998	6,197
TOTAL VOTES	15,727	19,488	7,559
GRAND TOTAL	135,834	145,727	76,039

Act the lie that light wines and beers are not intoxicating liquors?'

"Congress has no such power. Light wines and beers are now, and always have been, intoxicating liquors. They were the only intoxicating liquors known to mankind before the Eleventh Century of the Christian Era when the distillation of liquors was begun; and whoever framed that question was either ignorant of science and history or intended to deceive the public. The question is rankly unpatriotic enough to cause the founder of THE LITERARY DIGEST, my old friend, Dr. Isaac K. Funk, to turn over in his grave with indignant protest.

"Question 'A' is an insult to every loyal citizen. It reads:

"'Do you favor the continuance and strict enforcement of the Eighteenth Amendment and the Volstead Act?'

"This is equivalent to asking, 'Would you favor nullification of the Supreme Law of the Land? Are you an anarchist?'"

This view is controverted, in part, by Wayne B. Wheeler, one of the leaders of the Anti-Saloon League, who has been active in the case against permitting liquor on United States ships. He writes us from Washington his opinion that "the poll will arouse interest in the question, and we are always the beneficiaries in the end, when there has been an honest discussion on this issue." The attitude that an honest discussion is worth while is taken by practically all the hundreds of editors, including those of the "dry" persuasion, who comment on the progress of the poll.

Mr. Wheeler, in the statement sent in response to THE DIGEST'S telegraphed request, brings up an interesting point, brought up and commented on by several newspapers. The "wets," he believes, accept every opportunity to register a protest, whereas the supporters of Prohibition seldom respond to newspaper referendum polls. After seeing the first returns, in which some 94,000 votes were tabulated, he telegraphed:

"Returns too meager to justify conclusions. They indicate that in States having had experience with beer and wine referendum votes, where people understand it means nullification of Prohibition, sentiment is against it. Supporters of Prohibition seldom respond to newspaper referendum polls, whereas minority opponents accept every opportunity to register protest. Only fair index of sentiment is in actual elections. In Ohio, Michigan, Washington, Oregon, Colorado and Arizona the votes against beer and wine amendments showed increased majority over original vote for Prohibition. Unidentified and unsigned referendum ballots with no check on fraud or forgery will be misleading unless great care is taken to prevent irregularities. Recent primary votes where beer and wine candidates opposed dry candidates furnish better index of public sentiment."

It was explained, in the last issue of THE DIGEST, that a secret process has been used to make the ballot proof against forgery, and also that the most careful precautions have been taken against fraud of every kind. In a somewhat ironical editorial, the New York *World*, long a mainstay of the "damp" faction, replies to some of Mr. Wheeler's strictures:

"Mr. Wayne B. Wheeler of the Anti-Saloon League holds that the Prohibition poll conducted by THE LITERARY DIGEST is meaningless and of no importance, and in this he is doubtless correct. When public opinion conflicts with the league the public has no chance whatever. The dope is against it; the dice are loaded. It may know what it wants, but it does not know how to get what it wants, whereas Mr. Wheeler need only let fall a hint in the lobby to start the legislative machinery in any direction required.

"Ohio is the only State in which the Eighteenth Amendment has run the gantlet of a referendum. In this solitary instance the amendment lost, yet the result was in no way affected by the balloting. The Supreme Court promptly ruled that the ratification of the Legislature was sufficient, that the citizens of the State were constitutionally incompetent in these matters. It is interesting to recollect that the people of Ohio had no objection to a State Prohibition Law; what they appeared to dislike was Federal interference. Even this was an absurd preference in the eyes of Mr. Wheeler and his friends. Ohio not only had to have Prohibition but had to have the brand of Prohibition prescribed by a central moral trust with offices as Washington.

"Official or unofficial balloting on any phase of Prohibition is consequently of slight import. The Anti-Saloon League does not mind in the least who casts the votes or how they read so long as it controls Congress and makes the laws."

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BONUS VOTE SHADING TOWARD THE "YES" SIDE

"A HAIR" CONTINUES TO "DIVIDE the false and true," or at least the pro-bonus and anti-bonus advocates, as they register themselves in THE DIGEST'S poll of the nation. At the same time, it is noticeable that, from the receipt of the first votes, there has been a very slow swing in favor of those who support adjusted compensation. The total difference, beginning with a majority of less than a thousand on the "no" side of the argument, reaches a total of a few more than a thousand on the "yes" side, in the present registration of more than 350,000 ballots. But if the voting is well balanced in the country at large, the first of THE DIGEST'S factory polls shows no such even division. The poll of the Edison works in New Jersey, the general details of which are dealt with in the preceding article, shows 1,629 for the bonus to 459 against it, figures approaching four to one.

While many editorial commentators upon the returns believe that the balanced national vote expresses fairly well the sectionalized opinion of the country, with opposition to the measure centering in the East, partizans of both sides believe that their positions would have been more generally upheld if the question had been put in a different form. Thus *The Disabled Veteran Magazine* (Washington, D. C.), a strong opponent of the bonus idea, believes that the question as put by THE DIGEST unfairly favors bonus advocates. *The Iowa Legionaire* (Des Moines, Iowa), on the other hand, is so sure the question favors the anti-bonus side that it accuses THE DIGEST of "unfairness and insincerity."

Taking up first the view of *The Disabled Veteran Magazine*, its editor writes in the August number:

"One may readily commend the enterprise of THE LITERARY DIGEST in its endeavor to unofficially test the sentiment of the country upon the soldier bonus question, but if the effort is honest (and we believe it is), why not propound the question so that the American people can vote with understanding upon the issue?

"A copy of THE DIGEST questionnaire is at hand. It propounds to the reader this question:

"'Do you favor a Federal Bonus for all American Soldiers and Sailors who wore the Uniform during the World War?'

"The framing of the question so that it could be passed upon with a full appreciation of its meaning to both the nation and the soldier would read something like this:

"'Do you favor a Federal Bonus for all American Soldiers and Sailors who wore the Uniform during the World War, if it means doubling the present taxation burden?'

"That's precisely what it does mean, and why not let the American people understand it and vote with a full knowledge of the facts? If it is to be passed upon by the American people at the ballot box it ought to be presented fully, so that the electorate will understand that an affirmative vote means an additional Federal levy that will reach into every home in the land."

Frank K. Miles, editor of *The Iowa Legionaire*, finds the same question unduly favorable to the anti-bonus side. He also suggests an alternate wording, which may be compared with that put forward by the editor of *The Disabled Veteran Magazine*. His editorial concludes:

"THE DIGEST harps much about its neutrality on controversial questions, but its position on the veterans' legislation is as clear as the print in its pages. Had THE DIGEST'S editor been absolutely neutral, the question would have read:

"'ADJUSTED COMPENSATION BILL—

"'Do you favor passage by Congress of the Adjusted Compensation Bill?'

"And THE DIGEST would have favored us no more than it has favored the opposition to the measure, had it asked:

"'ADJUSTMENT OF COMPENSATION—

"'Do you favor adjusting the compensation of the men and women who served in the World War?'"

HOW THE STATES ARE VOTING ON THE SOLDIERS' BONUS

Votes Received up to and Including July 10th, 1922

	Vote "Yes"	*Vote "No"*
NEW ENGLAND STATES		
1 Maine	71	88
2 New Hampshire	481	817
3 Vermont	9	20
4 Massachusetts	9,437	17,046
5 Rhode Island	85	120
6 Connecticut	87	154
TOTAL VOTES	10,170	18,245
MIDDLE ATLANTIC STATES		
1 New York	20,759	37,605
2 New Jersey	3,935	8,969
3 Pennsylvania	20,000	21,863
TOTAL VOTES	44,694	68,437
EAST NORTH CENTRAL STATES		
1 Ohio	15,087	10,630
2 Indiana	7,124	5,563
3 Illinois	29,081	14,590
4 Michigan	6,360	5,165
5 Wisconsin	6,992	3,667
TOTAL VOTES	64,644	39,615
WEST NORTH CENTRAL STATES		
1 Minnesota	4,638	4,397
2 Iowa	9,247	4,836
3 Missouri	5,655	5,673
4 North Dakota	13	24
5 South Dakota	17	15
6 Nebraska	73	59
7 Kansas	5,833	3,528
TOTAL VOTES	25,476	18,532
EAST SOUTH CENTRAL STATES		
1 Kentucky	64	96
2 Tennessee	23	46
3 Alabama	21	29
4 Mississippi	13	17
TOTAL VOTES	121	188
WEST SOUTH CENTRAL STATES		
1 Arkansas	16	11
2 Louisiana	12	15
3 Oklahoma	795	344
4 Texas	3,269	3,422
TOTAL VOTES	4,092	3,792
SOUTH ATLANTIC STATES		
1 Delaware	10	15
2 Maryland	2,300	4,190
3 District of Columbia	104	181
4 Virginia	35	73
5 West Virginia	24	19
6 North Carolina	29	33
7 South Carolina	28	43
8 Georgia	1,616	2,846
9 Florida	16	7
TOTAL VOTES	4,162	7,407
MOUNTAIN STATES		
1 Montana	16	13
2 Idaho	16	11
3 Wyoming	4	3
4 Colorado	970	1,108
5 New Mexico	7	4
6 Arizona	7	3
7 Utah	18	12
8 Nevada	....	3
TOTAL VOTES	1,038	1,157
PACIFIC STATES		
1 Washington	5,532	4,847
2 Oregon	43	24
3 California	17,514	14,093
TOTAL VOTES	23,089	18,964
GRAND TOTAL	177,486	176,337

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COAL-MINING AS THE NATION'S BUSINESS

AN AUTOCRAT MUST GOVERN OR GO. So King Coal, as we know him in the shape of an independent self-regulated industry, is having his last chance, one editorial writer remarks. For it is widely held by editors and press correspondents that unless the mining of coal can be resumed very soon under the existing private ownership and control, the mining will be done somehow or other by the public. And, some add, when coal-mining once becomes the nation's business, it may stay so. While the massacre at Herrin awoke the public out of its apathy toward the long-drawn-out coal strike, the New York *Evening Post* contends that it was not the Herrin affair nor the difficulty in controlling coal prices, "but the growing menace of a great coal shortage which forced President Harding to intervene." To-day the papers see a fuel famine at hand. A few days more, as we read in the Chicago *Tribune*, factories will be closed and trains taken off, "and the present revival of prosperity given a paralyzing blow." The lack of coal to run the engines to move the grain will strike hard at rural prosperity. At the same time, continues the Illinois paper, public utilities will feel the pinch, and finally the loud, long wail of the domestic consumer will be heard in the land. "End the Coal Strike!" cries *The Wall Street Journal*. The country "wants coal, it must have it"; "patience," declares the Philadelphia *Public Ledger*, "long has ceased to be a virtue." The Government, so the St. Louis *Star* soberly asserts, "should stand ready to take over the entire coal industry if there is any further disregard of the rights of the public." And similar calls for drastic and immediate action have been coming from the newspapers in New York, Massachusetts, Maryland, Pennsylvania, Ohio, Illinois, Minnesota, Kansas, Tennessee, North Carolina, and other States.

The Government's procedure in the face of this slowly developing crisis reminds the Philadelphia *North American* of President Roosevelt's program twenty years before:

"In default of settlements, the bituminous miners had struck on April 1, when their contracts expired, and the anthracite workers ordered a suspension. After the deadlock had lasted nearly three months, President Harding moved to intervene. Secretary Hoover had conferred with the operators, and on June 26 the mine union chief was invited to the White House to state his case. Two days later representatives of both sides were summoned, and to an assemblage of fifty operators and union leaders, on July 1, the President outlined the requirements of the situation in virtually the same terms as were used in 1902. Admitting that he had 'no specific authority' to intervene, he invoked the principles established twenty years ago. To the two interests he declared:

"'You should settle this matter in frank recognition of the mutuality of your interests. If you can not do that, then the larger public interest must be asserted in the name of the people, for the common good is the first and highest concern.'

"Despite these plain admonitions the disputing interests failed to reach a compromise, and on July 10, called again to the White House, they heard from the President three definite proposals, as follows:

"'Immediate resumption of mining, the wage-scale under the expired contract to be maintained for thirty days, or until August 1.'

"'Differences to be submitted to a Federal Commission of eleven members, three being named by the miners, three by the operators and five by the President, its decisions to be accepted as final. This Commission to fix a wage-scale to be effective until March 1 next year, the prevailing rate being paid until the decision is made.'

"'The Commission to make an exhaustive survey of the coal industry, investigating production costs, transportation and all other factors, and suggest plans for reorganization so as to eliminate waste and stabilize working conditions and the market supply of fuel.'"

These arbitration proposals were warmly welcomed by the newspapers, it may be remembered. "Without notable dissent," reported the New York *Globe*, the press "hailed President Harding's plan for settling the coal strike as reasonable and necessary." The New York *World's* characterization of it as fair, practical and, above all, timely, was representative of newspaper comment in such widely scattered centers as Boston, New York, Baltimore, Washington, Wheeling, Cincinnati, Grand Rapids, Buffalo and Minneapolis. But the coal miners and operators were rather less unanimous. The anthracite operators accepted the plan. Some of the bituminous operators accepted it; others would not. Finally, the spokesmen for the United Mine Workers of America rejected the plan. The miners' refusal was based partly upon the combination of a scientific investigation commission with the wage arbitration board, partly on the fact that not all coal operators "would come within the purview of your plan of adjustment."

The failure of the President's arbitration plan brought from him an invitation to the coal operators to "return to your mine properties and resume operation." This was followed by a telegram from the President to the Governors of twenty-eight coal-producing States asking them to resume work in the mines, and urging the State authorities to extend full protection to every mine operating and to every man willing to work in them. The telegram ended with the significant sentence: "To the task of lawful protection and the maintenance of order the Federal Government pledges to you every assistance at its command." From most of the States the Governors promptly replied, assuring the President of their full support of his program. What the President meant by this last step, explains the New York *Times* Washington correspondent, was to "give the operators an

Edward Jewitt Wheeler

March 11, 1859—July 15, 1922

EDWARD JEWITT WHEELER, Editor of *Current Opinion*, died July 15, at Lake Placid, N. Y. During forty years of his splendid life he was associated with Funk & Wagnalls Company, and for fifteen of these years he was the Editor of THE LITERARY DIGEST.

During all that period of close business association with our house his smile was always serene, and in his presence it seemed as if the sun was always shining. His lips were never heard to utter an unkind or ungenerous remark about any one. His was a great soul. His heart beat in sympathy with every good thing not only in the land of his birth but throughout the world. So it was well said of him by Bishop William F. McDowell, at the funeral service in the Madison Avenue Methodist Episcopal Church, New York, that like the Roman youth, Marius, who carried the white bird unsullied through the market-place, Edward Jewitt Wheeler bore his soul pure and white through the market-place of the world to God.

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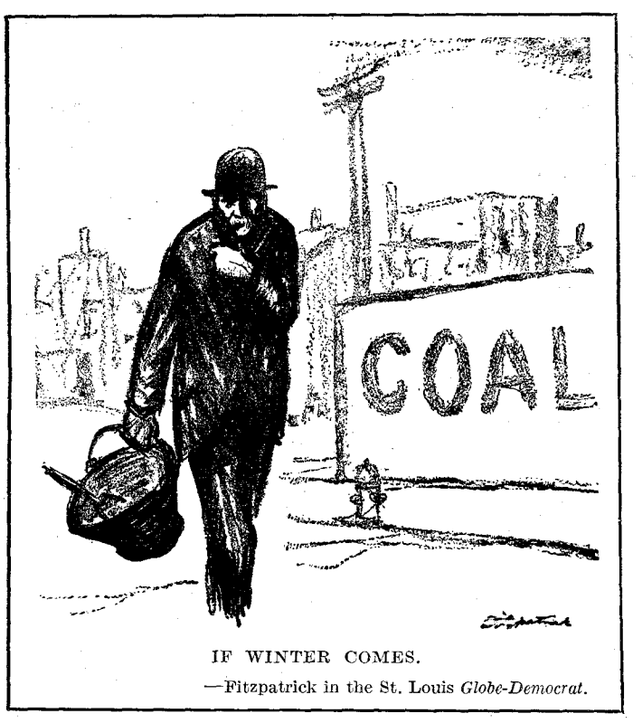
opportunity to demonstrate whether they can obtain workers, in defiance of the unions, to operate their mines," and to "provide protection if necessary." Then, if the operators "report that they can not produce the coal necessary to avert a famine, governmental operation of the mines looms up again." "Protection of the mines by Federal troops, aided in the various States by the National Guard, constabulary and local police, would, if successful, be a successful victory for the mine operators," says Carter Field, in a New York *Tribune* dispatch from Washington. "It would put the union officials at a decided disadvantage in the eventual negotiations with the operators. They would at once be deprived of their two chief weapons—pressure of necessity of coal on the part of the public, and forceful restraint of strike-breakers." Students of the situation at the capital, according to this authority, do not believe that, even with perfect protection, enough miners can be put to work to supply the country's necessities for the coming winter. And if the supply is clearly inadequate, "the next step will be Government seizure and operation of the mines." And this, continues Mr. Field, "would be a tremendous victory" for the strikers; "the Government could operate only with the men now on strike, would undoubtedly operate on the present scale, and the final outcome would be well within the hands of the union leaders."

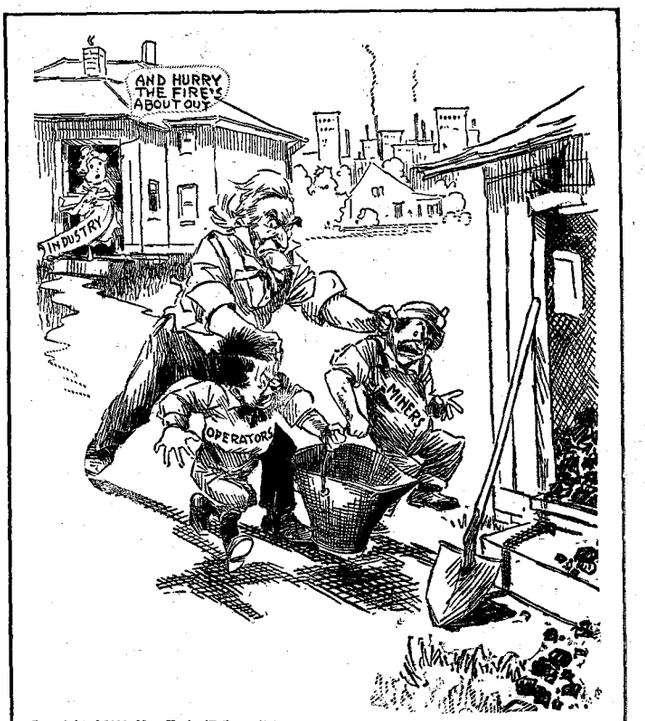
"The taking over of coal mines by the Government to be operated by the unions on liberal terms wrung from the Government is believed in some quarters to be the ultimate aim" of the strike leaders, agrees the Washington *Post*, which is believed to reflect the President's opinions more clearly than any other newspaper. That something like nationalization, perhaps temporary, perhaps partial, is now extremely likely, is a view widely held by the press. The San Antonio *Express* agrees that the workers want nationalization, but after all, it feels that "further Federal regulation is inevitable," coal being "just as essential to national life as the transportation system. Legislation that will provide authority over production and distribution



IF WINTER COMES.

—Fitzpatrick in the St. Louis *Globe-Democrat*.

and machinery to prevent or settle wage disputes is needed sorely." Such legislation, remarks the New York *Times*, "would be an extreme measure, repugnant alike to the miners and operators, but they may have to face it if they hold out unyieldingly." The nationalization of the coal mines, remarks the Helena *Montana Record-Herald*, would be "a last and unpalatable, but perhaps unavoidable resort." Federal operation of the mines, predicts the Philadelphia *Public Ledger*, "would come in forms that neither men nor management could welcome. Its inevitable aftermath would be drastic Federal regulation, far-reaching, deep, crippling and savage." As to which party would be the more responsible, and which would suffer the more, opinions differ. The Canton *Daily News* sees one result reasonably certain "if the Government is forced to intervene in order to operate the mines—the miners union bids fair to be wrecked by such action, and the miners will have themselves to blame." On the other hand, the Asheville *Times* declares that "if Federal control comes, it will be because the owners have made it inevitable by their arrogant policies," and "any hardship that it may work upon them will come in the nature of retributive justice." The Government, in the opinion of the Albany *Journal*, "should take temporary possession of enough mines to supply public needs, and operate them for the public good until assurance is given that work under private management will be resumed and continued." It seems, however, to the Denver *Times* that whatever the Government does in the way of operating, controlling or regulating coal-mining in the present emergency will be "the entering wedge which probably never will be withdrawn. Coal-mining is an interstate affair, a national business on which all industry and national life depend. It is to be doubted if it ever returns to its former status." Similarly, the Washington *Post* is inclined to believe that the people would insist upon the new condition being made permanent: "The Government would retain a controlling hand upon the coal industry; and it would be regulated by law." The American people, the Grand Rapids *News* feels convinced, do not want Government control of mining and coal distribution, but it may be made necessary. And the Michigan daily goes on to try to explain "what would happen if the Government should be forced to assume control of the coal-mining industry:"



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TALK TURKEY TO 'EM, UNCLE.

—Darling in the New York *Tribune*.

"The Government represents all the people. If it takes control of the coal mines it will not pay without question the wages

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the miners demand, any more than the present mine owners feel obligated to pay any wage-scale put before them. The Government would not take the mines for the purpose of paying the miners' scales or of carrying on the business as it has been carried on. The Government would be concerned first of all in securing a steady supply of fuel for everybody. It would not open more mines than are necessary, thus providing only half employment for double the number of miners needed to produce the coal the country requires. Some mines would be kept closed. A Federal Commission of some kind would determine just wages for the miners and equitable working conditions and hours, and the decision of that Commission would be enforced by every power of the Government. There would be no right to strike against wages or conditions then, and there would be no question of arbitration.

"Once the Government embarks upon a policy of mine control, it must go the limit. Strikes in that event would be little short of rebellion. Congress has been very considerate of organized labor. If the Government should take over the coal mines and there should be a strike, Congress quickly would repeal the exemption from the anti-trust laws which organized labor now enjoys, and all organized labor would be the loser."

Labor leaders profess to be quite unimprest by President Harding's invitation to the operators to "resume." As President Gompers of the American Federation of Labor remarks—

"The fact is there is nobody to mine coal until the miners now on strike return to the mines. They will return quickly and gladly, as soon as the mine owners agree with them on terms and conditions of employment."

This action of the Federal Government, similarly comments President John L. Lewis of the United Mine Workers of America,

"PUTTING OUT" THE FIRE.
—Marcus in *Forbes Magazine* (New York).

is "merely a gesture which will not produce coal in any substantial quantity." "Men voluntarily on strike will not return to work merely because armed guards are placed around the mines." Mr. Lewis predicts that "the mine workers will continue on strike until some honorable avenue of settlement in accord with the principle of collective bargaining is offered them."

On the other hand, it seems to the New York *Herald* that proper protection from local, State and Federal authorities, "can assure an ample supply of bituminous coal from the mines now shut down by the strike." As it argues:

"Nobody need doubt that there would be plenty of miners, skilled miners, ready to go to work as soon as the mines were

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THE ETERNAL TRIANGLE.
—McCutcheon in the Chicago *Tribune*.

opened under protection that would protect. The proof of this supply of miners ready to go to work is that thousands of them that are supposed to be on strike are at work right now in the non-union mines that are operating to supply 60 per cent. of the country's soft coal needs. They have packed up, quit the strike districts, and ridden or tramped to the operating districts, where, some under assumed names, some under their own names, they are digging non-union coal.

"The only reason there are not more of them digging non-union coal, digging it with a will, because, union men tho they be, a six-day job a week at the non-union scale looks better to them in dollars and cents, even when there is no strike, than a two-day job a week at the union scale, and they want the money—the only reason there are not thousands more of such men at work is there is no place now for them to work."

But merely getting the coal out, by one means or another, continues the *Herald*, "is not the real coal problem, the great problem of the country." It contends, here speaking for a large number of other newspapers, that—

"There never will be a solution of this great problem until there is a complete reorganization of the whole bituminous industry. It must be a reorganization that will equalize production costs within fixt groups of mines in given zones, by making the fat mine carry the lean mine. It must stabilize employment at American wages and stabilize capital returns at fair profits. It must stabilize, within reasonable limits, prices to consumers. It must put the coal industry on a sound economic and a solid business basis, under private ownership and management, but at the same time under Government sanction and regulation.

"Until this reorganization of the coal industry is worked out —and there never will be a better chance to begin to work it out than there is now—there will be interminable recurrences of strikes and violence in the coal fields, of excessive earnings at one time and place, and niggardly earnings or heavy losses at another time and place; of markets yesterday glutted with coal, and markets to-day bare of coal; of general industry, in its dependence on coal, now going full speed, then stalled dead.

"Until this reorganization is worked out the conditions in the soft coal industry will become worse for the mine owners, worse for the miners, worse for the consumers and worse for the country. Already it grows insufferable to the American people."

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FIRST WEEKS OF THE RAILROAD STRIKE

ANOTHER HERRIN TRAGEDY might have happened, several editors agree, at any time and in almost any locality during the first three weeks of the railroad strike. For, they point out, there are many cities and towns made up almost entirely of railroad men and persons dependent upon them, with the peace officials entirely in sympathy with the strikers, as was the case in Herrin, Illinois, where the coal-mine massacre occurred. This condition makes essential an understanding of what has actually happened, as gleaned from press dispatches and editorial summaries. The railroad strike, it will be recalled, began on July 1, when some 400,000 shopmen employed throughout the country walked out in protest against a $60,000,000 wage-cut ordered by the Railroad Labor Board. This army of workers included machinists, blacksmiths, boilermakers, carmen, sheet metal workers and electricians, and for a time it appeared inevitable that another 400,000 maintenance-of-way employees would join their striking comrades. This threatened strike, however, was postponed by the promise of the Labor Board to arbitrate the question of wages.

Demands of the shopmen were that the $60,000,000 wage reduction be set aside; that working rules cutting shopmen's overtime pay be modified, and that the system of letting out repair work on some roads to contractors be abolished. The position of the Chairman of the Labor Board on the outset, however, was that the strikers could hope for further consideration only after they had returned to their jobs. The stand of the railroad executives was that the strike was not against them, but the Labor Board; that the roads had nothing to settle. Moreover, they announced in the first week of the strike that if the strikers did not return by a certain date they would lose their seniority standing and would be taken back only as new employees. This action, which is sometimes taken in strikes and canceled as part of the final settlement, apparently did not worry the strikers in the first week of July; everything would be

A PROTECTED INDUSTRY.

—Walker in the New York *Call*.

settled as usual, they thought. But near the end of the third week of the strike, when all efforts by the Labor Board to bring about peace between the railroads and their striking shopmen had failed, the main question at issue was that of restoring full seniority rights to the striking shopmen; the other main points of difference had been disposed of at parleys in Chicago.

During the first week of the strike train schedules were considerably disarranged and sabotage and sporadic disorders were reported from several States. While negotiations went on between the Labor Board and the strikers and the Labor Board and the railway executives—the shopmen and the executives

INTERRUPTION.

—Sykes in the Philadelphia *Evening Public Ledger*.

refused for two weeks to meet each other—passenger trains by the score throughout the country were withdrawn from service; the pitifully poor coal supply was seriously interrupted, according to dispatches; the roads imported armed guards; there was rioting in and about Chicago; the strike spread; disorders increased; the Missouri National Guard was mobilized and the Illinois National Guard ordered out; roads in virtually every State in the union applied for Federal restraining orders barring strikers from their property; hundreds of special United States Deputy Marshals were sworn in to enforce order, and a suburb of Chicago was placed under martial law following a battle between railroad strikers and guards in which a striker's son was killed. These were the main events of the first week.

The beginning of the second week was marked by freight embargoes on many roads. Passenger service was further curtailed, and disorder grew. The position of the strikers, we are told, was still further weakened by the agreement of the Brotherhood of Railway Signalmen to postpone strike action until their claims could also be arbitrated by the Railroad Board. By this time the strike had grown so serious that the entire State Guard of Missouri was mobilized, while in Indiana, California, Kansas and Michigan State troops and State police received orders to be prepared for any emergency. By July 10 Governor Allen, of Kansas, under the Kansas law which provides that trains can not be taken out of service without a hearing before the Public Utilities Commission, began a move to prevent the wholesale discontinuance of trains in that State. Reports of the kidnaping of strikebreakers, of sniping here and there, together with threats of lynching, began to filter in, along with reports of wrecks that were said to have been caused by careless and incompetent inspection of cars by strikebreakers.

At this crucial stage President Harding took the position that the decision of the Railroad Labor Board was an action of the

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Government and must be supported by the Government. Said the President in a proclamation:

"Whereas, the United States Railroad Labor Board has recently handed down decisions, one affecting the wage of the shop-craft employees, the other declaring the contract system of shop-craft work with outside agencies to be contrary to the intent of the Transportation Act, and, therefore, that such practise must be discontinued; and

"Whereas, the shop-craft employees have elected to discontinue their work, rather than abide by the decision rendered, and certain operators have ignored the decision ordering abandonment of the contract shop practise; and,

"Whereas, the peaceful settlement of controversies in accordance with law and due respect for the established agencies of such settlement are essential to the security and well-being of our people;

"Now, therefore, I, Warren G. Harding, President of the United States, do hereby make proclamation, directing all persons to refrain from all interference with the lawful effort to maintain interstate transportation and the carrying of the United States mails."

By issuing this proclamation the President assumed full charge of the situation. But the situation improved little, if at all. Freight traffic was everywhere hit harder than the passenger service, in some cases being almost brought to a standstill, according to the New York *Tribune*. At this stage, when it became apparent that the United States mails were to suffer, airplane manufacturers and the Army and Navy air services volunteered the use of their machines to help move the mails. Moreover, Postmaster-General Work issued an order to postmasters the country over to mobilize available motor-trucks for this purpose.

Hopes of settling this strike were dashed the day after the President issued his proclamation by a flat refusal of rail executives to enter a parley with the head of the striking shopmen. To further complicate matters, the 400,000 maintenance-of-way employees again threatened to strike, and the deadlock over restoration of seniority rights to the striking shopmen continued. But the leader of the six striking shopcrafts made it clear that the strike would be called off if these four things were done:

"1. If the carriers agree to wipe out the system under which some roads have let out work to contractors not within the jurisdiction of the Labor Board and, therefore, not bound by its decisions on wages and working conditions.

"2. If some arrangement for modifying certain working rules which cut the overtime pay of shopmen is made.

"3. If President Jewell (of the shopmen) gets assurance that his organization will not be denied a rehearing by the Labor Board on the wage issue.

"4. If the railroads agree to establish the boards of adjustment provided for in the Transportation Act, but which the carriers have stedfastly refused to consider."

At the beginning of the third week Chairman Hooper of the Railroad Labor Board succeeded in bringing representatives of the railroad executives and leaders of the strikers together in a conference at Chicago, but the railway executives still refused to permit strikers to return to their former positions with seniority and other rights unimpared.

During all of the third week of the strike both railway officials and strike leaders eagerly awaited any indication as to which way the 400,000 maintenance-of-way men would jump. For it was generally agreed in the press comment that they were a determining influence in the situation. On the advice of their leader, E. F. Grable, however, they kept to their original agreement to await the decision of the Labor Board. And the strike went on. More injunctions were issued against the strikers, more United States Marshals were sworn in, more National Guardsmen in Georgia and in other States were ordered on patrol duty, and disorder due to the strike extended over the entire nation. It was at this stage that Chairman Hooper regretfully announced that "all efforts to bring about peace between the railroads and their striking shopmen have failed."

BLEACHING OUT THE RED IN THE UNIONS

"BORING FROM WITHIN," the method by which the "radical elements in the labor movement" in this country have sought to gain control of the American Federation of Labor, remark editorial observers, received another setback from Mr. Gompers early this month in the lifting of a charter of a New York City bookkeepers' and accountants' union. And this is only the first housecleaning of a series, declares the New York representative of President Gompers. The union in question, which was organized several years ago under a charter issued by the Federation, declares that the lifting of the charter was "arbitrary, unconstitutional, and illegal," and that the union nevertheless will continue to function, but the Federation has begun the formation of a new local union which, it says, will eliminate the radical and communistic elements from the old organization.

The disruption was brought about, it is said, by the report of several delegates of the union to William Z. Foster, of 1920 coal-strike fame, that its "white-collar" members were "ready for the revolution." The lifting of the charter followed. This action is thoroughly approved by such widely read papers as the New York *Times* and the Chicago *Tribune*. "By breaking up an effort of communistic elements to seize control, and by casting out the Reds from its membership, the Federation removes the germs of a disease which certainly would destroy it," asserts the *Tribune;* "moreover, the Federation strengthens its position in the nation, and improves its chances of doing practical work in behalf of the vast majority of its membership." "If courageously pursued, this 'housecleaning' will do more than anything else to restore the unions of the Federation to public confidence," thinks the Springfield *Union*, which goes on—

"It is a hopeful sign if Mr. Gompers has been brought to the realization of the peril that threatens his federation and has turned to purge it of its enemies, rather than to support them in their radical claims and acts. He can hardly expect that employing interests can deal with unions that Mr. Gompers himself can not control or deal with.

"If Mr. Gompers has started out in earnest to take the essential steps to maintain the power and position of the American Federation of Labor, he has started out none too soon, and he can not succeed with half-way measures. He must root out those who have been 'boring from within' and give no indirect encouragement to those whose aim is violence and revolution."

It must not be supposed, observes the Charleston (W. Va.) *Mail*, that all communists within the Federation are concentrated in New York; "there are occasional evidences that other unions have communists in them." But the *Mail* hopes that, having taken drastic action in one instance, Mr. Gompers will "rid other organizations of inciters to sabotage and disorder." As we read in the Rochester *Herald:*

"It will be the aim of the Federation, if it adheres to its present plan, to eliminate the trouble-makers, the men who have been largely responsible for labor disputes that have frequently resulted in serious strikes, for which there was not even a shadow of an excuse.

"The Federation of Labor and its affiliated organizations of workers must have a thorough housecleaning; must weed out the trouble-breeders that not only have had much to do with bringing about so many strikes in all parts of the country, but have been sowing the seeds of disorder and violence among the illiterate workers, with the mad aim of promoting a social revolution. Labor can not afford to permit itself to fall into the hands of this dangerous element."

A New York City Socialist organ, the *Volkszeitung*, however, comes to the defense of the ousted bookkeepers and accountants. "Like all conservative union leaders, Samuel Gompers has learned nothing from the experiences of recent years," declares this paper, which warns Mr. Gompers that the element which he

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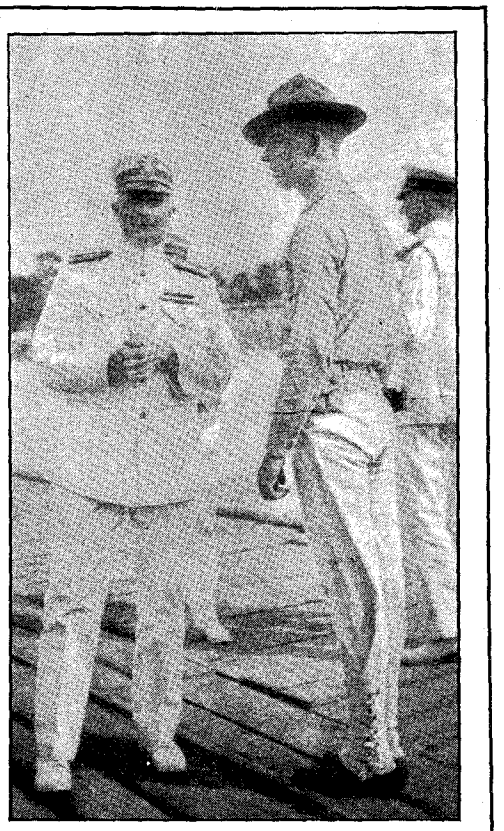
has excommunicated is far more numerous than he imagines. Nor, continues the *Volkszeitung*, has Mr. Gompers learned anything from the fate of the German and French "labor bureaucrats, who were so diligent in ordering their revolutionary associates to get out of their union yard." As a consequence—

"They lost single locals and whole district organizations, and in their places sprang up a new and vigorous fighting opposition. The same thing is sure to befall Mr. Gompers in the United States."

CUTTING SANTO DOMINGO'S APRON STRINGS

THE evacuation of Santo Domingo seems to be in sight, remarks one newspaper, commenting on the definite agreement which has at last been reached for the ending of the American occupation of that republic—subject to the condition that the official acts of the military Government shall be ratified. As the New York *World* puts it: "The agreement is precise; the Dominicans have only to select a Government of their own, and we are pledged to withdraw." The announcement by Secretary of State Hughes that we will withdraw our military forces "is in line with the 'Harding plan' for evacuation," observes the Springfield *Union*. But the conditions which the President laid down more than a year ago, we are told by the Syracuse *Post-Standard*, were not accepted by the Dominicans, because of political squabbles in their midst. Recently, however, according to Secretary Hughes, representative political leaders of the Dominican Republic accepted the program worked out by the State Department, and President Harding has appointed a special commissioner to visit Santo Domingo to ascertain if the plan is acceptable to the people of that republic. As the New York *Tribune* explains editorially,



RULERS IN SANTO DOMINGO WHOSE DAYS OF POWER ARE NUMBERED.

Rear-Admiral Robison, American Military Governor, who will give way to a Dominican executive, and one of our marines, whose job of policing will be handed over to native forces.

"The new plan provides for a Provisional Government, composed of Dominicans and chosen by Dominicans. The American authorities will turn over to the Provisional Executive the National Palace and will concentrate the American troops of occupation in one or two places, turning over the policing of the island to the Dominican forces. Dominican delegates will then be chosen to negotiate with American representatives a Treaty perpetuating the clauses agreed to in 1907 providing protection for foreign loans and validating the acts of the Executive Department of the island during the American occupation. When this Treaty has been ratified and a permanent President chosen the American forces will be withdrawn entirely."

"The whole case is now referred back to the Dominicans themselves," notes the New York *Times*. A part of the summary of the program agreed upon with the Dominican political leaders, as given out by Secretary Hughes, is as follows:

"A Provisional Government, composed of Dominican citizens and selected by representatives of the Dominican people, will be installed to enable the citizens of the Dominican Republic to carry out such legislative reforms as they may desire, and to make such amendments to their constitution as they may deem appropriate, and to hold general elections for the installation of a subsequent permanent government without the intervention of the authorities of the United States.

"Upon the inauguration of the Provisional Government, the executive departments of the Dominican Republic will be turned over to the Cabinet Ministers appointed by the Provisional President."

This latest proposal regarding Santo Domingo finds favor with the majority of editors. "Instead of vague promises, the agreement sets forth the precise steps which are to be taken in order to insure our withdrawal," points out the New York *World*, and this prompts the New York *Evening Post* to ask: "Why can not we give Haiti the same conditional offer of evacuation?"

The Nation (New York), however, believes that "any offer of withdrawal from an imperialistic power to a weaker one long held in its clutches must be scrutinized with great care, like the Greeks bearing gifts." To this paper "our retirement from Santo Domingo is essentially the victory of public opinion." And "in belatedly getting out of the republic, the United States is in no sense atoning for the past," avers *The Nation*, which, however, admits that—

"If this new arrangement is carried out in good faith by our Government; if dubious points are decided with a realization that the United States is the interloper and should not profit by its intervention, then a long step toward the rehabilitation of our good name in every republic to the South of us will have been taken."

As the New York *Globe* explains events leading up to our occupation of Santo Domingo:

"More than a year ago the United States Government offered to withdraw from Santo Domingo if the Dominicans would set up in place of our military dictatorship a satisfactory government of their own. But a government satisfactory to the United States had to be one that would give full recognition to the acts of the occupation officials and to the various Dominican debts contracted before and during the occupation. It would also have to respect the Treaty of 1907, in which the Dominican Republic agreed not to increase its public debt without the consent of the United States.

"Between 1907 and 1916 the Republic did incur a debt with a face value of $16,000,000 in apparent violation of the Treaty, and this violation was the ostensible excuse for our prolonged occupation. Perhaps it was a legitimate reason for intervention, but the truth is that intervention not only cost many lives and led to shameful injustices, but injured our reputation for fair dealing throughout Latin-America. We policed Santo Domingo as we might have policed West Virginia or the mining district of Illinois, with the difference that in Santo Domingo we did not respect any individual or constitutional rights that we found inconvenient. Our forces there were extra-legal and they acted as extra-legal forces always act. They conferred numerous benefits, including roads, schools, modern hygiene, and fiscal respectability, but they conferred them at the points of bayonets which were often thrust home. . . .

"To all intents and purposes Santo Domingo is to remain an American dependency. Yet the actual withdrawal of our marines would be distinct gain, since their presence in any Latin-American country is invariably a constant cause of irritation and, at least occasionally, of tyranny and injustice."

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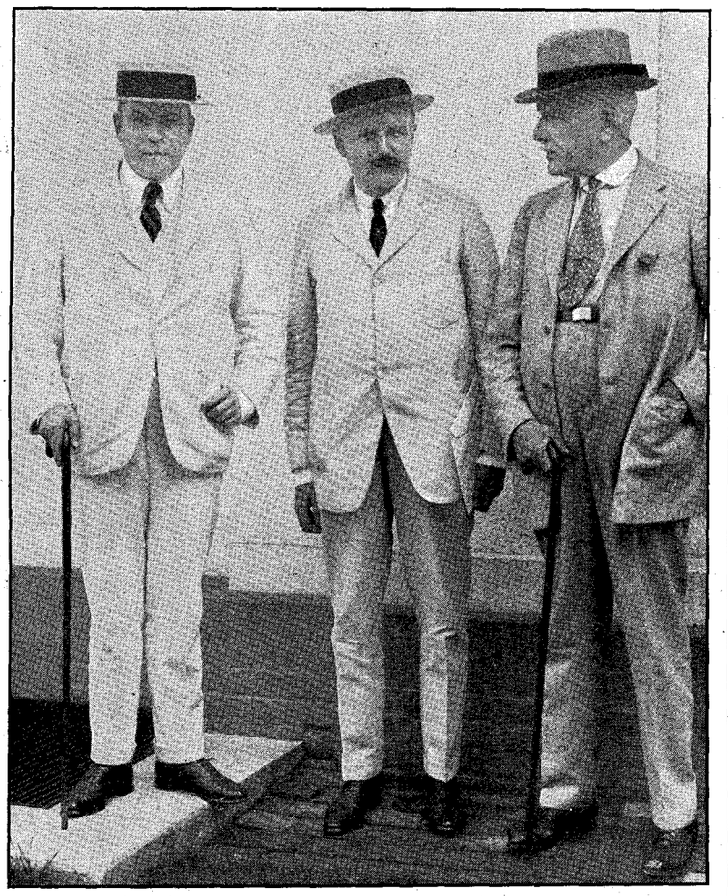
TO NAIL DOWN PEACE WITH CANADA

A SLICE OF CANADA has usually been the sop thrown to Uncle Sam by way of straightening out Anglo-American difficulties, but it appears that the thing will not be repeated, as Canada is taking her affairs into her own hands. Among the various matters whose discussion brings Premier King to Washington, the press notes with curious interest, are certain "fishery and boundary water questions awaiting adjustment." In the old days they would have been adjusted by the British and American Governments. Now that Canada has "arrived," press correspondence from Washington tells us that they are to be adjusted by the Canadian and American Governments. Still larger matters will be dealt with in the same way—notably the proposal to modernize and perpetuate the Rush-Bagot disarmament pact of 1817, an agreement thus reviewed by the New York *Tribune:*



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CANADA'S SPOKESMEN IN THE NEW TREATY DISCUSSIONS.

W. L. Mackenzie King, Canadian Prime Minister, at the reader's left, Henry G. Chilton, counselor of the British Embassy, center, and George P. Graham, Canadian Minister of National Defense. Photographed outside the White House, after a call on the President, during the negotiations at Washington.

"Immediately after the termination of the War of 1812 word was received in Washington that the British contemplated increasing their naval forces on the Great Lakes. 'It is evident,' John Monroe, Secretary of State to President Madison, wrote to John Quincy Adams, Minister to England, 'if each party augments its force there with a view to obtaining the ascendency over the other, that vast expense will be incurred and the danger of collision augmented in like degree. . . . The President . . . therefore authorizes you to propose to the British Government such an arrangement respecting the naval force to be kept on the lakes by both governments as will demonstrate their pacific policy and secure their peace.'

"As a result of this proposal it was agreed to limit the navies of each power to one vessel not exceeding 100 tons burden and armed with one eighteen-pound cannon on Lake Ontario, two on the upper lakes, and one on Lake Champlain.

"This Treaty, altho approved by the Senate and in force now for over a century, can be terminated upon six months' notice by either side. The United States in 1865 gave such notice, but later withdrew it. To remove this terminating clause and to permit of an adjustment of the naval and revenue forces to the changed conditions on the lakes since the introduction of steam navigation and the enormous development of traffic are the two principal reasons for making a new Treaty."

As *The Tribune* goes on to say, "This country, without a dissenting voice, says amen to the proposal of the Canadian Premier." The Providence *Journal* calls it "an appropriate act," the Indianapolis *News* has "no doubt of its desirability," the Chicago *Evening Post* declares, "There should be no difficulty in coming to terms," the Grand Rapids *Herald* objects only to "tinkering with a proved success," the Manchester (N. H.) *Union* recognizes "a proposal happily broached," while the Buffalo *Evening News* observes, "certainly public opinion will endorse it." Less enthusiastically, the New York *Globe* says that a new Treaty would do "no harm and perhaps some good," where, as the New York *Herald* remarks, "nothing except good-will animates the conferees." As viewed by the New York *Journal of Commerce*, the suggestion "is cause for profound satisfaction." Meanwhile the Baltimore *Sun* tells us:

"A Treaty of this sort is not needed to prevent war, but it may be a shining example to nations on the other side of the Atlantic as to what two nations can agree upon if they have confidence in each other's good intentions and good sense."

Canadian opinion, however, is by no means unanimous in its praise of the Canadian Premier's exploits in behalf of peace. The Montreal *Daily Star*, after satirically praising the "patriotism" of Messrs. King and Graham, asks,

"What did they really go for?

"We are rather inclined to the first report that they went because they were invited; and we do not believe that Secretary Hughes haled them out of cool Canada to the sweltering 'swimmin' hole' where the lady clerks in the Washington departments hold 'beauty contests,' just to talk about the rewording of a perfectly satisfactory hundred-year-old understanding.

"But wild horses wouldn't draw from us what we think he did want to talk about. We will only say that the Republican leaders have a tariff to get through which the agricultural bloc won't vote for unless it 'protects' them as well as the Eastern manufacturers, but whose food taxes threaten to lose them a lot of support in the industrial centers of the East: and that every Republican leader from Blaine to Taft has never been able to discover more than one way of escaping from that impasse."

To the London (Ont.) *Free Press*, "the present mission to Washington looks a vainglorious attempt on the part of the Canadian Prime Minister to get into the limelight and pull off something spectacular." Besides, there "are real dangers" in canceling the existing agreement, we are told, for,

"A new Treaty—not only has to be approved by Secretary Hughes and the American Cabinet, but also has to run the gantlet of the American Senate. There are elements in the Senate none too friendly to Great Britain, who might be only too glad to see the present pact abrogated and a Treaty less effective substituted. Unless there are strong and pressing reasons, which have not yet been made public, why a new Treaty is necessary, Mr. King might be wise to let well enough alone."

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THE CHEMICAL FOUNDATION'S FIGHT

"THEY WILL NEITHER FRIGHTEN ME nor any one connected with the Chemical Foundation," cries its president, Francis P. Garvan, now that criminal proceedings have been begun by the Department of Justice. While it is true, as the New York *World* reminds him, that he was Alien Property Custodian under the Wilson régime, and while it is alleged that the Custodian's office then "seized immensely valuable German patents and, instead of holding them in trust, sold them for comparatively little to a private organization of which Mr. Garvan is the head," he replies by accusing President Harding of having ordered the criminal proceedings in deference to German influence. Moreover, he complains that "the only investigation made by the Department of Justice has been initiated by and has been under the direction of Gaston B. Means, Z-13, as he was known during the period when he was serving Germany under Captain Boy-Ed."

If these patents—principally drug and dye patents—revert to their original owners, then, says Mr. Garvan, "Germany will regain her pre-war organic chemical monopoly of the world." To a New York *Tribune* reporter he declared recently:

"My motive in this thing is simply this—as Alien Property Custodian I saw the importance of the industry unfolded before me. It is a job that I am going to finish. It is for the benefit of American industry, the American Army and Navy and the American people. My most heartfelt motive in this thing is the development of American medicine. That is the ultimate goal of the Foundation. It was not organized for profit, but as an educational and research institution. The patents are made available to everybody under license, and the license charge, under the charter, is the same for every one."

Commenting on all this, the New York *World* observes,

"For the German Chemical Trust the American public has no affection. What Americans do care about is that their war record should be squared with the law of nations. In this instance the record has not yet been squared. And Mr. Garvan's apparent desire not to clear his titles in an American court only makes it doubly certain that the Government's proceedings are necessary."

A great deal of Mr. Garvan's defense consists of "red-herring language," thinks the New York *Globe*—"especially the discussion of German agents." The New York *Freeman*, meanwhile, complains that—

"In point of relevance, it is an exact match for Mr. Lasker's plea against Mr. Adolphus Busch's charge of maritime bootlegging; which was that Mr. Busch is pro-German and in favor of beer."

In the opinion of the Baltimore *Sun*, it has been "rather an ill-starred proceeding from the first—this effort of the American dye interests to build themselves up into world power by governmental fiat and under Government tutelage." As the Baltimore paper goes on to say:

"A group of zealots perceived in the war an opportunity to 'smash' the great German dye business, the product of generations of scientific research. They obtained the seizure of the German patents for their own use; they have been demanding in the face of the strongest kind of public opposition an embargo upon all German dye imports which might interfere with their goal of producing all the dyes necessary for American consumption. They rejected all proposals of a high protective tariff; nothing but an embargo would do. Their tactics in cramming the embargo down the throat of Congress gave rise to a deep-rooted public suspicion that a new American dye trust was in the making and that enormous profits were involved in the campaign."

To the Socialist New York *Call's* way of thinking, "the whole affair smells of mass murder" and is a "disgusting episode of modern imperialist era," as the "chemical combine" is "engaged in extensive propaganda for preparedness in chemical and gas warfare."

Turning now to the papers that hold Mr. Garvan's motives above reproach, we find the Syracuse *Post-Standard* saying:

"The United States should protect the dye industry which has been built up since war cut us off from German dyes. It should do all things necessary to give that industry opportunity to expand so that all dyes would be of American manufacture."

Here and there, meanwhile, we note an inclination to regard the proceedings against the Chemical Foundation as prompted by motives political. Says the New York *Journal of Commerce:* "Election is coming, many scandals are being made to grow where only a few grew before. It is well not to pay too much heed to the belated findings of the Department of Justice and the Alien Property Custodian." So also thinks Mr. Maurice Leon, who, writing to the New York *Tribune*, declares,

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"TRAITORS SAY I SOLD TO MYSELF."

But Francis P. Garvan's work as Alien Property Custodian and President of the Chemical Foundation is praised by former Attorney-General Palmer, who calls the establishment of the Foundation "the greatest blow struck at Germany in America during the war."

"The Republican candidates, for whom these efforts are being exerted, are likely to get the German vote in return and they are equally likely to be beaten. It is not by such means that Congress will be kept Republican, or Mr. Harding reelected."

Mr. T. A. Huntley, Washington correspondent of the New York *Globe*, reminds us that—

"A senatorial investigating committee has just completed a searching inquiry into the whole subject. Two of these Senators, Sterling of South Dakota and Shortridge of California, apparently are not convinced that the Chemical Foundation is inherently evil. They are both Republicans. Senator Sterling was asked what conclusions he had reached. His 'impressions,' subject to revision after reviewing the record, were:

"That the Foundation is not monopolistic in its tendencies; that it is a quasi-public institution; that it grants non-exclusive rights to manufacture chemicals and other products under the patents it controls; and that as such, and so long as it continues to be so operated, the charges laid at its door are unfounded."

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TOPICS IN BRIEF

THE Japs are leaving Siberia, but not leaving her much.—*Norfolk Post.*

WILL some one please tell Mr. Bryan that the evolutionary war is over?—*Life.*

. THE liberty loving are being hard prest by the liberty taking.—*Washington Post.*

IRELAND, it seems, might be more aptly termed a free-for-all State.—*Manila Bulletin.*

THE chief trouble with the Volstead Act seems to be that it won't.—*Cincinnati Enquirer.*

IRELAND is having a hard time; but just wait until she tries to pass a soldier bonus.—*Evansville Press.*

FORDNEY-MCCUMBER tariff threatens several bolts and has revealed many nuts.—*Wall Street Journal.*

THE American Legion may be a power now. But just wait until the flivver drivers organize.—*Seattle Argus.*

STRANGE things happen. A Senator has been caught speeding.—*Houston Press.*

THE best way to be contented with your lot is to build a house on it.—*Asheville Times.*

THEY say a poor man can be happy; but a happy man isn't poor.—*Cincinnati Post.*

THE man who wakes up and finds himself famous hasn't been asleep.—*Columbus Citizen.*

RAILROAD labor is finding out that its goal is not within striking distance.—*Washington Post.*

CONGRESS seems to forget that the ex-service men are asking for a bonus, not an old-age pension.—*Life.*

IF Germany continues to inflate her paper currency, she will be marked for destruction.—*Asheville Times.*

OF course it is appropriate that deep draughts are obtainable on deep draught ships.—*Boston Shoe and Leather Reporter.*

ON CIVILIZATION'S HIGHWAY. —Hall in the Chicago *Daily News.*

AUTOMOBILES have become popular in Turkey. Now you'll hear of some real atrocities over there.—*Washington Post.*

THE dove of peace is at last folding its wings, says Lloyd George. Presumably across its breast.—*Washington Post.*

SINCE the Lords of Parliament have denied Lady Rhondda a seat, nothing much can be said about the man in the subway.—*Life.*

WITH everybody denying responsibility for the railroad strike, we imagine that we must blame it all on the flapper.—*Asheville Times.*

GERMANY asks for a moratorium, but plundered French and Belgian cities had to pay tribute without delay.—*Wall Street Journal.*

ANOTHER thing that China objects to is Tokyo's definition of extraterritorial rights as right to extra territory.—*Manila Bulletin.*

DON'T worry about who will lose the coal strike. You'll find out when you price a ton of coal next fall.—*Wall Street Journal.*

ACCEPTING the report of a naturalist, there are only two hundred thousand rattlesnakes left in this country. But under Prohibition the supply is more than equal to the demand.—*Toledo Blade.*

A SENATE investigating committee has reported that the American Government committed some blunders in Haiti. That is easily explained—the Government evidently thought Haiti was a part of the United States.—*Kansas City Star.*

THE Soviet will make fresh proposals, says a news item. That is the only kind it knows how to make.—*Washington Post.*

THE papers say that Hearst wishes to be presented to the King of England. That makes it unanimous.—*Life.*

GERMANY, it seems, has got to be "helped." This comes from trying to help herself to a little too much.—*Boston Transcript.*

IN justice to the wets, THE LITERARY DIGEST should not permit the bootleggers to vote in its Prohibition poll.—*Columbia Record.*

"ROLLING stock too heavy," says Ford. It does have unfair advantage over flivvers at railroad crossings.—*Wall Street Journal.*

WHAT we wish is that Henry Ford would now concentrate his genius on the quantity production of parking places.—*Ohio State Journal.*

PRESUMABLY before a Shipping Board vessel puts to sea, Uncle Sam's dry law enforcers have to raid two or three restaurants.—*New York Tribune.*

AT a Toledo séance, Sir Arthur Conan Doyle has his arm stroked by a spirit. It must have been an agreeable change from having his leg pulled.—*Life.*

COMPLAINT is made that some of the radio messages received from mid-ocean this summer are unintelligible. But of course it is not due to the fact that senders are "half seas over."—*Pittsburgh Chronicle Telegraph*

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FOREIGN - COMMENT

SETTLING THE UPPER SILESIAN PROBLEM

GENUINE REJOICING in the French press greets the coming into effect of the convention by which certain sections of Upper Silesia are apportioned to the Poles, and other sections to the Germans; and one Parisian editor considers the solution of this intricate and sanguinary problem as a decisive proof of the efficiency of the League of Nations. In the adjustment of boundaries between the Germans and the Poles the members of the Council of the League, says this editor, "had a task comparable to that of squaring the circle," and they have shown "a care for justice and an undeniable political sense." What is more, we are told that thanks are due both to France and England because they "had the good sense to permit the Council of the League of Nations to work in peace, and then to accept its decision with good grace." Such an event is of capital importance, it is averred, in the troubled world of Europe.

But altho the Germans have signed the convention, we are assured from many sources that they have done so with the greatest unwillingness. A Geneva correspondent of the Manchester *Guardian* relates that at the ceremony of signing at the Secretariat of the League of Nations in that city Herr Schiffer, President of the German delegation, said in reply to a speech of thanks made by the President of the Polish Delegation that his satisfaction could not be so complete as that of his Polish collaborator. Herr Schiffer declared that it was not "by their own free will" that the Germans had "entered into the negotiations of Geneva, but under constraint." The reserves they had formulated against that constraint remained intact, he said, and "could not be affected by the signature that he was about to affix to the convention," and this correspondent describes him further as saying:

"The idea that his signature, when ratified by the Reichstag, would hasten the day that would rend from their country millions of loyal Germans, tore their hearts and prevented them from feeling real satisfaction. Nevertheless they must not look only at the past or the present, but must fix their gaze on the future. The future was dark, and none would venture to prophesy."

A less ominous forecast appears in the Berlin correspondence of the *Journal de Genève*, in which we read that altho the leaders of political parties rage against what they call "authorized spoliation," the German people are in the main not disturbed by the outcome of the Upper Silesian conflicts. Such manifestations of protest as took place at Berlin and at Breslau, we are told, are isolated cases. What is more, the proletariat is said to be resigned to the loss of Upper Silesia the more readily because in its judgment the chief losers by the arrangement will be the capitalist class. As far as the latter are concerned, we are told that altho they threatened last October to abandon their mines and their factories, they have decided to go right ahead as usual even tho the country is now under the Polish régime. They know very well, according to this Swiss informant, that if they allowed their industries to go to rack, they would infallibly ruin the industry of the German Reich, for the German Reich and Upper Silesia are mutually interdependent.

Adverting to the reception of the new German Minister to Warsaw by President Marshal Pilsudski, this correspondent wonders whether their formal exchange of courtesies does not possess something more than conventional etiquette, and he adds:

"In any case, the two governments seem to have a spirit of conciliation toward each other. They conclude political conventions, and sign economic treaties. What is more, they are taking measures to avert any friction in their relations that might ensue from the division of Upper Silesia. They are doing their best to keep hot-headed citizens as cool as they can, and prevent them from stirring the people into criminal acts. In a word, it would seem that both at Berlin and at Warsaw the conviction has been reached that it is time to put an end to the ceaseless bickering and bloodshed between two neighboring peoples, and to substitute for political rancor and wrangling practical good sense and reason."

According to a summary of the convention covering the partition of Upper Silesia between Germany and Poland, which appeared in the Paris *Journal des Débats*, the first question decided is that of the boundary which follows the river Oder from the point at which this stream enters Upper Silesia to the heights of Niobotschou. From there the line goes toward the northeast, leaving various communities either in German or Polish territory, and it passes on between Rossberg, which belongs to Germany, and Durkenhain, which belongs to Poland. From here the line moves toward the northwest, leaving certain sections as German territory, and others as Polish, and, keeping northwesterly, the boundary coincides with the former frontier between Germany and Russia up to the point of meeting between the boundary of Germany and Poland, as set down in Article 27 of the Versailles Treaty.

We are told that the boundary commission immediately commenced to work out the limits on the spot in accordance with Article 87 of the Treaty of Versailles. According to the convention the German and Polish governments agreed to put the various provisions into effect at the earliest possible date, and we are told that these provisions affected the railways, water-power, and electricity, money system, postal service, customs service, coal and other mining products, syndicates of employers and employees, and include several general regulations.

The railways and tramways that belong to private interests shall remain according to their previous concessions. A mixed "commission of exploitation" is to be formed for operation of the German state railways during a period of fifteen years. A similar arrangement is being made for the waterways; and as far as the German electrical plants are concerned, they are to go on as is for the period of three years, after which the Polish state can buy a part of them, such as the central station at Chorzow. As to the money in use, the German mark is the only legal money unit in the plebiscited territory for a period of not longer than fifteen years. As long as the German money standard is maintained in the Polish zone, postal, telegraph and telephone charges are to be paid in German money. Similar arrangements are provided for in the customs service, and in the mine areas.

As to general provisions of the partition agreement the *Journal des Débats* advises that the convention provides for the maintenance of conditions as they are in the plebiscited territory until, in the new state outlined by the decision of the Council of the League of Nations, Poland is ready to afford substitutes. Poland is to withhold all expropriation of industrial, mining and plant properties during a period of fifteen years. In case of any difference of opinion between the Polish and the German governments, we are told, which might during the fifteen-year term above mentioned have effect on legislative measures adopted by either of the two countries toward commercial or industrial concerns, such difference of opinion may be referred to the Council

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A SYMBOLIC SWORD.

A giant steel sword offered as a gift to the Polish General Szeptycki by former officers of Polish Upper Silesian combatants.

"THE SILESIAN BARRIER FALLS."

"But the German brothers parted by the League of Nations say au revoir and not good-by." —*Kladderadatsch* (Berlin).

UPPER SILESIAN CONTRASTS.

of the League of Nations, and the governments of Germany and Poland agree to abide by the Council's decision.

Also, it is pointed out by this Paris daily that all persons living in the section of Upper Silesia awarded to Poland, who have exercised their right of option for German nationality, and yet who have not moved into Germany within twelve months after the exercise of such option, may continue to have domicil in Poland for fifteen years, dating from the time of the partition.

Furthermore, we read that all Poles who are living in territory now adjudged as part of Germany have the right to keep their domicil in Germany for fifteen years from the present date. This rule applies to Poles who have been classed as Germans, but who have exprest the wish to be classed as Poles. It is further stipulated that the arrangements affecting the minority population in either German or Polish territory are international obligations based on the treaty touching the protection of minorities concluded between the United States, England, France, Italy and Japan. As such, these obligations between Germany and Poland are protected by the guaranty of the League of Nations.

In order that the provisions of the convention may be effective, we are informed that there is to be organized:

1. A mixed Commission of Upper Silesia, made up of two Germans and two Poles, born in Upper Silesia, and of a president of another nationality, who shall be designated by the Council of the League of Nations.

2. An arbitration tribunal empowered to adjudge all points of dispute of an internal nature that may arise under the workings of the provisions of the convention. This arbitration board shall be composed of one judge appointed by the German Government, one judge appointed by the Polish Government and a presiding officer appointed by the Council of the League of Nations.

RUSSIAN COMMUNISM CLEANS HOUSE

TENS OF THOUSANDS OF FALSE Communists, including "adventurers, climbers, bureaucrats, and even criminals," have been eliminated during a grand clean-up of the Communist party in Russia. Gone are the "usurers," the "bribe-taking Soviet employees," and the "disguised counter-revolutionists," along with "drunkards and idlers," and especially the "great mass of petty bourgeois elements"—sinners who had wormed their way in among "the saints" because "the step was necessary in order to enable them to occupy some government post." As the Berlin *Rote Fahne* further informs us,

"The 'cleaning' was not understood in Russia as merely an official revision of the membership of the party. The real idea was much larger; the process of weeding out was to furnish a new path by which to reach the great 'non-partizan' masses; a close contact was thus to be obtained between the Communist party and the Government officers on the one hand and the workers and peasants from shops and barracks who were still outside of the movement on the other hand. How could this be done? In the first place, by conducting the purification of the party not only as an affair of the Communist party, but as a matter concerning the entire working population.

"As is well known, the Communist party in Russia consists of many nuclei in shops, military units and villages. The cleaning committees everywhere summoned full sessions of the nuclei and called upon all members to give an account of themselves. Every single member of the party was questioned most carefully concerning his activities and his career; every one present in the meeting was given the opportunity to express himself frankly and plainly on this member of the party and that. But the most important point is the fact that all the cleaning up meetings of the party were attended also by large crowds of non-partizan workers. The fate of a communist has thus often been decided by the verdict of a non-partizan colleague. So the 'non-partizan' has become directly interested in the character and the membership of the Communist movement."

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JAPAN'S UNPOPULAR LANDLORDS

WARRING LANDOWNERS AND TENANT-FARMERS in Japan are becoming so active that the Government is disturbed, and some newspapers tell us that "no one loves a landlord" is a phrase which threatens to pass into proverb. Press reports advise us that the Prince Regent is so much concerned about the state of affairs that he has asked for an explanation and analysis from the Department of Agriculture and Commerce. He shows a good example by so doing, in the judgment of the Tokyo *Yorodzu*, which believes that the land tenancy mix-up affects the vital interests of the state, and it observes:

"In our opinion, it is futile to check the awakening on the part of tenant-farmers. There are indications that the landowners, who have hitherto domineered over their tenant-farmers and lived on the products of the farms, for the production of which they have done nothing, will find it impossible to continue their methods. A widow landowner in Aichi prefecture was involved in one of these tenancy disputes last year. Finding it impossible to accede to the demands made by her tenant-farmers, she made up her mind to dispense with all the services of these farmers. With other members of her family she went out to cultivate her lands. She was, however, perplexed when she found that she could not tell her own lands from those of others. This was a reminder to the female landowner that it was not a proper thing to leave the cultivation of her lands entirely in the hands of her tenant-farmers, while claiming for herself a large proportion of the proceeds of these lands. Thereafter she altered her course of action, and while giving some of her lands out for cultivation by tenant-farmers, she reserved for herself and her family some lands for their own cultivation. This changed mode of living is said to have caused some modification in her attitude toward her tenant-farmers, and a compromise was amicably reached between them. This woman is typical of Japanese landowners. It is by no means a proper thing for the landowner to remain idle himself and to claim for himself a large proportion of what his tenant-farmers have obtained by the sweat of their brows."

In Japan's feudal days, which came to an end more than fifty years ago, this newspaper reminds us that 300 feudal lords were in possession of all the land. The abolition of the feudal system put the cultivators themselves in possession, but it is pointed out that with the passing of the years many of these lands have fallen into the hands of men who do not personally cultivate. Thus it happens that these landowners practically have "stept into the shoes of the former feudal lords." Such non-farming landowners are very numerous throughout the country, and we are told that the millionaires in the provinces are almost without exception of this class. They are said to lead "a very luxurious life on what they exact from poor tenant-farmers who toil and moil day and night on the farm." So it seems quite natural, the *Yorodzu*, maintains, that resentment and discontent should flame among the tenant-farmers. Meanwhile it is recalled that—

"In Japan agriculture used to be called the foundation of the state, and there was an age in England when yeomen were leading a very prosperous life. It is left on record that the gallant British who defeated Napoleon at Waterloo were drawn from the yeomanry. A country is on a solid basis when it contains many farmers who do their own cultivation to get their living. The prime cause of the Russian revolution was the fact that there were few landowners among the real farmers. The Soviet Government won great popularity by its declaration that land would be given to the farmers. In Japan there are at present no less than 1,500,000 families of tenant-farmers who have no lands of their own, and the number of landowners who do not work is on the increase year after year. Herein, we are afraid, lies the seed of a future national catastrophe. We can not too strongly urge on landowners the importance of their forming a firm resolution to undertake the cultivation of their lands. If they work themselves and leave only such lands as they are unable to cultivate themselves to their tenant-farmers for cultivation, it is to be hoped that there will arise no such tenancy disputes as are witnessed now. It seems that the recent frequency of disputes has created a tendency for landowners to sell their lands to cultivators. If this is fostered, the future of the land problem is not altogether dark."

THE TURNING OF THE WORM.

THE TENANT-FARMER (to the Landlord): "Even tho I am a worm, I will not be trod upon without protest."

—*Nichi Nichi* (Tokyo).

Adachi photo.

JAPANESE TENANT-FARMERS, WHO WORK DAY AND NIGHT.

The entire family is kept in the fields to provide "a very luxurious life" for the farmer-landlords who have "stept into the shoes of the former feudal lords."

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SMASHING A TROPICAL DELUSION

CHEAP COLORED LABOR is the enemy of the white man in the tropics, and not the climate, we are told by a white man who bolsters up his contention with the evidence of concrete cases. When the white man has not black or brown men to fetch and carry for him in the tropics, he can do his daily stint of work and his chores besides, it is asserted. But when he has others to do for him, he does nothing, and lapses into a parasitic state. The delusion about white people being unable to stand the climate of the tropics, is that the tropics are not their natural habitat, but on the contrary, this informant tells us in the Sydney *Bulletin*, the original home of the white man is "in the tropics, in Java, where the ape-man first evolved into man." Thence he has spread all over the earth, "turning black, brown, or tawny" as climatic conditions decided. His body has grown large or has shrunk as suited its occasions, we are told, and "his frame has been sustained on grass, rice, tinned meats, blubber, whisky and tobacco." He has been scourged with a hundred diseases, according to this writer, and become "magnificently immune to them, and he harbors with impunity an army of bacilli in his blood." There is only one environment to which he can not ultimately adapt himself without disaster, and that is the environment of cheap labor, declares this writer, who proceeds:

"The truly enervating influence in the tropics is not the sun, but the coolies. The sturdy colonists who carved cities and empires out of the estate of hostile Asiatics were succeeded by men of the same stock, but subject to different influences. The subtle corruption of slave-labor undermined their energy. In that depressing atmosphere municipal enterprise languished. It was easier, if not in the long run cheaper, rather than lay down mains to let coolies carry your contaminated water-supply on their shoulders. In Singapore 10,000 tukang kotors convey the sewage out of the city. In Surabaya, in place of electric fans, a punkah coolie waggles an ineffective germ-laden rag to and fro above your head. In Saigon, Penang, Rangoon, Batavia, there is this same indefinable air of shoddiness and expiring effort. In Java I have watched a couple of natives working on the roads. They lift a stamp between them while a third native sings the first verse of a chanty, then they let it drop and rest upon it while the accompanist renders the chorus and a few more verses. But these were convicts at forced labor. The free labor is even more instructive. I have seen a hundred Madurese manning a windlass which a six-horsepower engine could have worked, while their white overseer toiled harder than any of them. The smallest number of servants considered adequate to look after a white couple in a private bungalow in India is ten, in Malaya five or six. Amidst this atmosphere of listless sycophancy the white man loses his self-respect. He invents, or his servants invent for him, the most fantastic luxuries of personal service, which he soon begins to regard as indispensable."

Men who can command the services of others do not usually work themselves, even in cold countries, it is noted, and Russia is cited as an example. During the Russian serf period, we are told that the property class were as "helplessly dependent upon their slaves as a Dutchman in Java is upon his jongos," and the temperate parts of the Roman Empire "succumbed equally with the tropical when the virus of cheap labor got into their blood." We read then:

"In pioneering places in the tropics the white man works harder than any native could in opening up new country. I have known many men who live healthy and strenuous lives on rubber estates in Kedah and cocoanut plantations in Borneo. It is only in the cities that the doctrine of the white man's uselessness and general incompetence is accepted. The cities see the daily deluge of cheap labor entering the country and the sight depresses them. Almost every morning an immigrant steamer discharges at the wharves. There is a babel of tongues as her cargo streams out into the town. It approaches like a tumultuous army—like a swarm of ants. It chatters the tongue of Southern India, the most uncouth, the most distracting language in the world; or a dialect of China. It moves helplessly like a flock of sheep. It is kicked and threatened by Sikh policemen, driven into corners of buildings, takes refuge in huddled groups on the polished steps of offices, and is forcibly ejected by Europeans coming to open their offices. It wraps its rags about its head and lies down in resignation at the edge of the road, in the middle of the pavement. It is hustled off and comes to rest at last in the courtyard of the Immigration Bureau. There it stands or squats all day waiting the attention of languid white officials; being fed by native pedlars, spitting out the blood-red juice of the betel-nut until the courtyard looks like the scene of a massacre. Mere children feed their babies at the breast—babies almost as big as themselves. Women of immeasurable age, shrivelled, tottering, sheer skin and bone, stand there waiting to sign a contract to do the labor of a healthy man. Diseased faces, the bodies that seem in the last extremity, peep out from heaps of rags. Boys stand there naked, except for the skin disease which clothes them from head to foot. A thousand odors, animal and vegetable, go up to heaven.

"It is a terrifying army that hunger drives out of India and China to serve the greed of men. It marches reluctantly to the call of the countries that cry out in their emptiness for population. It is mustered by native contractors at ten dollars a head, and is herded on the decks of great steamers in such numbers that a sudden sinking at sea would mean an enormous loss of life. It is like a daily injection of morphia in the veins of society.

"There is no dignity about the labor of such human merchandise, and where it exists the white man lets his nails grow long and learns to despise honest effort, whether he lives in Vladivostok, where the ice is three feet thick, or in Pontianak, where the equatorial line runs across the Residency veranda."

As proof of the ability of people of the white race to remain and breed in the tropics without noticeable deterioration of physical and mental characteristics there is cited the case of the white inhabitants of Kisar, in the Dutch East Indies, about whom we are told:

"They are the descendants of a European garrison which was lost and forgotten on this little island, lying on the route of steamers going from Port Darwin to Singapore. They remained here, abandoned by the world, from 1767 to 1880, and, under the rule of a native rajah, they lost all knowledge of the Dutch language, and, except for their family names and a habit of intermarrying, retained no traces of European civilization. They were rediscovered about 40 years ago, and some of them were removed to other parts of the superheated Dutch colony. To-day the descendants of the original nine families number over 300, a large proportion of whom are pure whites, and a scientific observer recently reported that, despite their long isolation, the effects of malaria and five generations of intermarrying, of association with a native race of low culture, and loss of religion and language, they show no deterioration from the European standard. One of them is a leading merchant in the Celebes, another is an official in the Dutch service in charge of an island, and a third is managing clerk for a firm in Delhi. They are good scholars and industrious workers, and the fertility of their women is remarkably high, motherhood at the age of fourteen being common. Because they have lived in these disastrous tropics like free people, and not like petted Oriental potentates, they have maintained for more than a century that European ability and sturdiness of character which the merely temporary and between-furloughs Englishman loses in a twelvemonth."

This contributor to the Sydney *Bulletin* signs himself "Feng-Shui," and by way of strengthening his argument that white labor can thrive in the tropics, he supplies the following autobiographic hint:

"I can not claim to have done much hard manual labor in the torrid zone, unless humping a gun all day over the rice fields, covering fifty miles on a push bike, climbing active volcanoes and keeping fit by boxing, tennis and football can be called manual labor; but I have done some fairly consistent slogging at a telegraph key during the long watches of the tropic night, and no form of work demands more of a man, even in a temperate clime. I never had a day's illness in the hot places until malaria knocked me over, and malaria is no argument against the tropics, because, as the United States has proved in Manila and the Panama Canal zone, it is a preventable disease, and, in any case, does less harm to the white man on the Equator than influenza and the coughs and colds of winter do to the inhabitant of Melbourne."

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SCIENCE AND INVENTION

RAILROAD TRAVEL IN EUROPE

AMERICAN TOURISTS ON THE CONTINENT this summer—and the number of them is to be great—will return to their native country with a very good opinion of American railroad service. So, at any rate, thinks Samuel O. Dunn, editor of *The Railroad Age* (New York), who has been investigating European train service and writes about it to his paper from Paris. Traveling is difficult in Europe at present, Mr. Dunn finds; sleeping-car service is inadequate; trains are crowded; rates are high. Mr. Dunn believes that he is not indulging a facetious spirit when he says that it is doubtful whether the "American invasion" will tend to increase good feeling between Europe and the United States. He continues:

"There are some reasons, however, why it should, and undoubtedly will, increase the popularity of the passenger service of the railways of the United States among our own people. After an experience of a few weeks on the continent of Europe under present conditions, he will be a strange person who does not recall with longing the adequacy, cleanliness, convenience, comfort and speed of American passenger service.

"One of the most outstanding features of railway service on the continent at present is the extreme shortage of sleeping-cars. Most of the Americans who came over here to attend the International Railway Congress arrived on the continent between the beginning and the middle of April. The large party that came on the *Mauretania* arrived in Paris on April 11. Its members were advised that they could not get sleeping-car reservations of any kind to Italy for at least a week!

"There never was a time as far back as I can remember, even during the war, when one could not within twenty-four hours get at least an upper berth on some train running between any two large cities in the United States.

"This shortage of sleeping-cars is a chronic condition. Yet, tipping of employees prevails on a large scale; and a big enough tip paid to the right persons frequently causes entire compartments to spring up where not a single berth grew before.

"Before the war it was always possible to get seats in first-class, and usually in second-class, compartments on most European railways, and many persons were expected to stand in the third-class compartments. Now even in the first-class compartments there almost always are more passengers than there are seats for.

"Passenger cars in Italy are especially crowded. In that country on almost every day train all the seats are taken and the corridors are so filled with people that it is difficult to move through them.

"Needless to say, this shortage of passenger equipment is largely due to the war. It was impossible for the railways to keep up their equipment during that long and dreadful conflict."

Other conditions are encountered, however, which are not so easy to explain or excuse. International through car service has not been satisfactorily reestablished. The creation of new nations has multiplied points where customs barriers are encountered. Mr. Dunn proceeds:

"Before the war, hand baggage was inspected in the cars. Now, on entering Switzerland, Italy or France, it usually must be taken out of the car, and passengers must go trooping into the customs office in the station to see it put through a perfunctory examination. Meantime your train is unnecessarily delayed an hour or more, and you curse all the bureaucrats of Europe.

"The passengers on many trains are obliged to get up and visit the customs offices or frontier points in their nightgowns and pajamas, in the middle of the night.

"The very worst feature of railway service in some parts of Europe is the toilet facilities. These facilities on many day coaches in America are bad enough, but our worst cars are immaculate in this respect compared with many in Europe.

"The traveler can obtain very good accommodation on the 'de luxe' trains between principal cities if he makes reservation several days in advance. These trains are made up entirely of sleeping-cars; and the sleeping-cars usually are clean and comfortable. But the difficulty of getting space on the 'de luxe' trains never ceases.

"In addition to open sleeping-cars with ordinary upper and lower berths, the better trains in the United States have compartments and drawing-rooms with complete toilet facilities, which are roomy and luxurious beyond anything known in continental Europe. The sleeping-cars on the continent are all divided into small compartments with upper and lower berths for two, and sometimes three, persons, and equipped with wash-bowls, the rest of the toilet facilities being at the ends of the cars, and being used by both men and women.

"There is one respect, however, in which the sleeping-cars of Europe are distinctly superior to those of America. When the berths are made up in the daytime, they afford seats which are much more comfortable than the seats in the American sleeping-car. The seats in our Pullman sleeping-cars are, in fact, extremely uncomfortable. There is no problem the management of the Pullman Company could solve with more satisfaction to its patrons than that of making its cars as comfortable to ride in by day as are the sleeping-cars of Europe. The car-builders of Europe do know how to make seats to fit the human back—an art that has not been acquired in all parts of the world.

"It would do injustice to leave the impression that the comparatively slow schedules of the 'de luxe' trains to Southern Europe represent the best speeds now being made on the continent. The French railways made high speeds between important points before the war; and in this respect their service has been practically restored to normal.

"In Europe, as in America, the war caused very large advances in railway rates of all kinds. Stated in American money, first-class fares in Europe now average about the same as in the United States. It now costs practically the same to travel first-class in Europe as in the United States. The increase in the cost of traveling—including emphatically that of staying at hotels—has been measured in United States money, relatively greater than in America, except apparently in Germany and elsewhere in central and eastern Europe.

"Perhaps the facts, based upon personal observation and experience, which have been given in the foregoing will explain why the writer began this letter by implying that this season's invasion of Europe by American tourists will not tend to increase the good feeling between Europe and America. Almost everywhere the American tourist finds expenses greater than he has expected and encounters conditions which cause him discomfort and annoyance.

"Americans are very far from being as popular in the countries of their recent allies as they were when the war ended; and when they protest and swear about expenses that surprize them and conditions that make them angry they do not increase their popularity. But, as estimated at the beginning of this letter, this American invasion is quite certain at least to have the good effect of making those who participate in it appreciate their own railway service more when they return home."

WERE THE CAVE MEN ASTRONOMERS?—Professor Bigourdan recently made an interesting report to the French Academy of Sciences concerning certain prehistoric drawings made by cave-dwellers which evidently portrayed the Pleiades. The singular thing about these drawings is that they all exhibit groups of ten stars, whereas modern observers of the skies are able to perceive with the naked eye only seven stars of this group. The ten stars which form the group are visible to-day only by means of a telescope or from the top of a high mountain. This raises the very pretty question as to whether the cave men were already so skilled in astronomy as to know that more stars were visible from the summit of a mountain than from the plains. If they did not possess this knowledge we can only suppose either that primitive man was gifted with much sharper eyes than his present descendants, or else that the brightness of the Pleiades has become much diminished.

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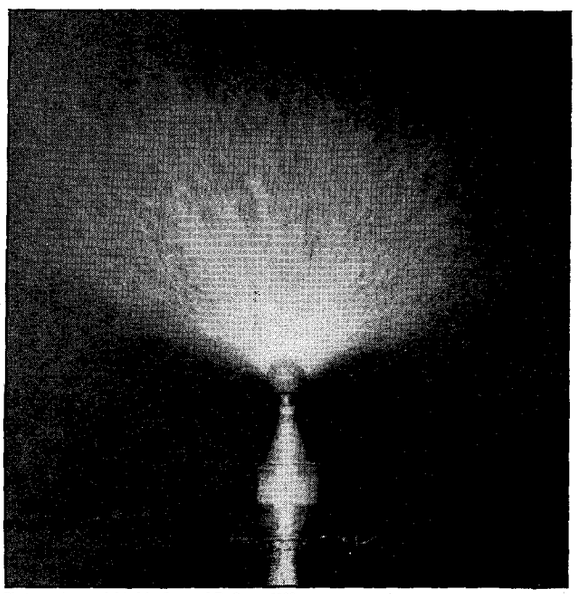
STRANGE PROPERTIES OF HIGH TENSION ELECTRICITY

THE REMARKABLE RESULTS ATTAINED when currents of high tension are caused to alternate, or change direction, with great rapidity, are described in *The Illustrated World* (Chicago, July) by Leonard R. Crow, in an article entitled "Mysterious Tricks with Electricity." This



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SPECTACULAR BUT HARMLESS.

When a high frequency, high potential electrical current is allowed to discharge through the air, "the discharges assume the shapes of hundreds of snarling, snapping, writhing hissing flames" of beautiful violet fire. But they are not dangerous to the human body.

great speed of alternation is not characteristic of commercial currents—those which light our houses, run small motors and operate our fans—for they are either direct, that is, they maintain the same direction steadily, or else they alternate not more than 200 times a second, completing what is called 100 cycles—a cycle consisting of a change with its reverse. When the number of cycles is increased to thousands, the current seems to change its character altogether. Instead of being dangerous to handle, it becomes relatively harmless, and its manifestations are not those of ordinary current electricity. Writes Mr. Crow:

"Currents of low frequency possess certain characteristics which make them dangerous to the human body at pressures of 200 or 300 volts, and in many cases lower potentials have produced disastrous results. The low potential, low frequency currents are dangerous when only a small fraction of an ampere is forced through the body, causing contraction of the muscles, and a 'shock' which is often fatal.

"However, if we take this low frequency current—for instance, 60 cycles—with its dangerous and destructive characteristics, and by certain apparatus increase its frequency or number of alternations per second until the oscillations reach many thousands of cycles per second, we change the characteristics of such a current to one of entirely different nature. The current then ceases to be painful or dangerous when applied to the human body, and by increasing the potential it can be made to jump across a gap several feet in length producing a crashing violet flame as harmless as the wholesome foods we eat.

"We no longer experience the death-dealing blows, but instead a pleasing sensation of mild warmth is produced, and it is said to have a beneficial effect upon the body.

"When such a high frequency, high potential current of electrical energy is allowed to discharge through or into the air, the discharges assume the shape of hundreds of snarling, snapping, writhing, hissing flames of fire, not dangerous to the body, as one would suppose. I employed a current of 1,800 watts of electricity. This same energy or quantity of electricity at commercial frequencies would not begin to produce a spectacular display, but it would be thousands of times more dangerous to the human body.

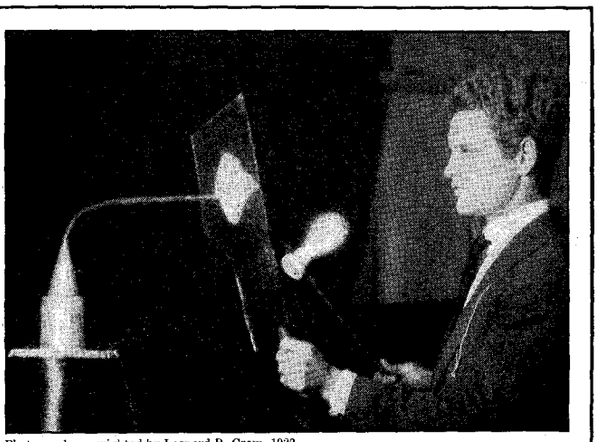
"If a coil consisting of five or six turns of heavy wire or ribbon is suspended in the air several inches above a high frequency electrical current of even moderately high potential, a current is induced in this secondary coil sufficient in voltage and amperage to light a 110-volt lamp.

"With electricity at high pressures and frequencies, electrical energies may be passed into the human body sufficient in intensity and strength to produce arcs giving great light and heat. When this oscillating energy is transmitted into the body, passing through a plate of glass in which a 60-watt standard 110-volt lamp is lighted to incandescence, it appears to the eye that these currents actually pass through the glass. However, this is not the case. The current does not pass through the glass as an electric current, but passes in the form of electrostatic or electromagnetic induction; the glass, after passing a heavy current or arc, does not exhibit any physical change in the condition of its surface.

"One of the most interesting things of note is that the physiological effects of even extremely large high frequency, high potential currents are found to be so very small that the current from a secondary terminal of the oscillation transformer can be taken through the body without any discomfort or inconvenience, except perhaps a small burn, produced by the discharge when taken directly upon the bare skin.

"One should never attempt to take large currents directly into or on the body without first receiving the current through some form of discharger; for instance, when taking currents into the hand, the current should be taken from the machine through a metal rod, which is held in the palm of the hand. In this manner a large contact area is offered to the flow of current, and thus distributing the resistance over a larger area reduces the piercing or burning sensation to a minimum. In taking great quantities of these currents into the mouth, a common tablespoon may be used to advantage, affording a good contact with the tongue. By this method no inconvenience will be experienced, for, in my own experience, I have repeatedly taken large arcs through one-inch boards in this manner. These arcs, which were sufficient to set the board blazing in just a few seconds' time in this instance produced only the slightest sensation, causing no discomfort whatever."

The peculiar physiological effects of these currents may be due to one or several various reasons, Mr. Crow tells us, either to a different distribution through the body or to the tissues



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INTO GLASS AND HAND WITHOUT HARMING EITHER.

High-tension electricity passing through a plate of glass to light a 110-volt electric lamp and enter the human body. It passes through the glass in the form of electrostatic or electromagnetic induction, the glass exhibiting no physical changes in the condition of its surface.

acting as condensers, altho in the case of large high frequency coils carrying great amounts of energy the harmlessness would indicate that most likely the cause may be due to other conditions. He goes on:

"One theory is that our nerves, fast as they are, are too slow to respond to currents so rapidly oscillating. If the current

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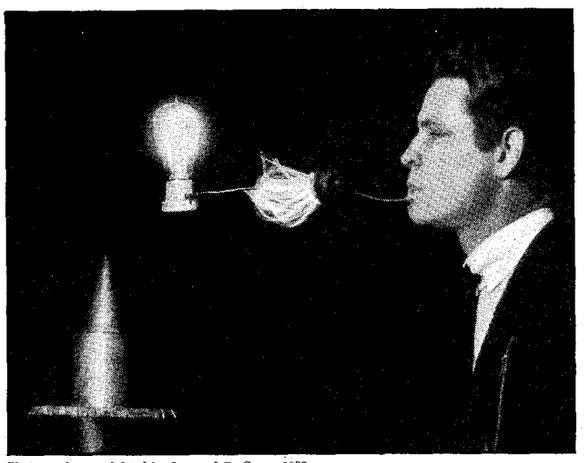
passing through the body in one direction affects the nerves, the current as it reverses, neutralizes the effect of the first half cycle before the nerve has time to respond.

"Another theory is that high frequency currents pass only on the outer surfaces of a conductor, never penetrating the body far enough to affect the nerves.

"When the frequency and strength of currents flowing through the primary of a high frequency coil are varied, many different forms of secondary discharges are produced—thin, sensitive, thread-like discharges, powerful, flaming discharges, powerful arc discharges, and various forms of brush and streaming discharges. A high frequency current, when properly produced, presents the appearance of a purple flame of burning gas under great pressure, emitting extraordinary quantities of ozone. The striking peculiarity of high frequency discharges, brushes and streamers, is the ease with which they pass through thick insulation, and they issue practically as freely from surfaces as from points.

"However, this current is not confined to the use of spectacular and mystifying phenomena. Such high frequency, high potential currents, when properly applied to the body, are said to improve general nutrition, act as a tonic, building up the body, curing many diseases.

"Through the production of high frequency electricity we are capable of seeing the otherwise invisible. The X-ray, one of the greatest gifts that nature has bestowed upon man, is possible through the production of high frequency electricity. Were it not for this mysterious rapidly vibrating high pressure electricity, wireless telegraphy and telephony would be a thing unknown."



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A STARTLING ELECTRICAL STUNT.

This photograph shows how a high-tension electric current may be employed to light a common electric lamp to full illumination, jumping from the end of the lamp terminal wire through the air and passing through an orange, whence it is transmitted through a common tablespoon into Mr. Crow's mouth.

STRAIGHTENING RAILS BY THEIR OWN WEIGHT—The straightening of steel rails is one of the most exacting operations in the manufacture of this important product. The press now in use is cumbersome and expensive. Magnetic tests, according to *The Iron Age* (New York), have demonstrated that the use of this machine frequently strains the metal beyond its elastic limit. Says this paper:

"The complete elimination of the press and the straightening of rails by a new and simple process is a recent development. A large producer of rails has been conducting experiments which thus far have afforded striking results. The operation is nothing more than the suspension of the hot rail by one end so that its own weight is the main factor in insuring alignment. The simplicity of the method and the fact that it has not been thought of before are two features that put it in very good company among successful devices. It is stated that the rails thus straightened are capable of track installation and performance at least as efficient as is secured under present practise. There is also the possibility that the process may be linked up with the heat treatment of rails—when the railroad companies, particularly those whose lines run into the higher latitudes, are willing to make an additional rail investment to insure greater protection against winter failures in track."

DANGEROUS ENTERTAINMENT

THE ABOLITION OF WHAT IT CALLS "amusement machines" is advocated by an editorial writer in *The Engineering News Record*. It characterizes the type of device familiar in the ubiquitous amusement park as "not merely a public nuisance, but a public menace" and points as an example to the recent demolition of a small "Ferris" wheel in a wind storm. It says:

"Just about thirty years ago the Chicago World's Fair gave birth to the mechanical 'amusement device,' which since then has come to infest every private park in the country and some public parks. During that time a record of accidents and fatalities has been piled up against these machines which characterizes them as not merely a public nuisance but a public menace. Last week a degenerate descendant of the Chicago Fair family, a small Ferris wheel, blew down in a wind storm, adding seven or eight more to the list of victims of amusement devices. It is time to put an end to this bad record. Two courses are open. If the thrill-making machines built for the alleged diversion of the working-man and his family are held to satisfy a real need, they must be placed under such control, and charged with such accountability, as will assure safety. To do this, competent engineering certification of their adequacy in construction and in operation is the minimum requirement. This is the one course; could it be followed effectively and continuously, a reasonable assurance of safety might be attained. The other course is more radical but certain in its operation: Wipe out the amusement devices entirely. Under present conditions the public safety is constantly at risk while the various contraptions intended to give their patrons a new sensation continue to exist. Depending for their attraction on a spice of fictitious danger, they are so built and managed that this danger only too often becomes real. With the rarest exceptions they are incompetently designed, cheaply built, and operated by roustabout attendants. Only through a miracle can they be permanently safe; and sad experience shows that this particular miracle does not often happen."

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DRAWN FROM THE WOOD.

Taking an electric current into the body through a one-inch board and a spoon. The current, which was "sufficient to set the board blazing in just a few seconds' time, in this instance produced only the slightest sensation, causing no discomfort whatever."

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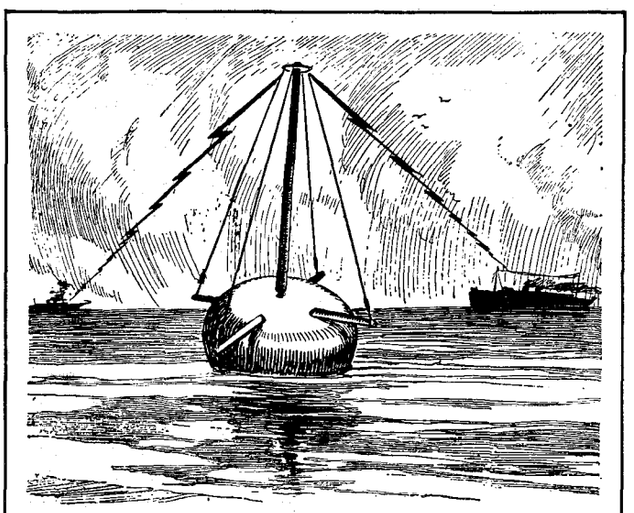
BUOYS WITH BRAINS

RADIO RELAY STATIONS located in floating buoys were used during the war, and a writer in *Ship News* (New York) suggests that they would prove of great value to shipping in peace. It is not at all unlikely, he says, that in the near future such automatic radio buoys will dot our coasts. The mechanism of these relays is such that when stimulated by a pre-arranged radio message they return an answer conveying specified information of value to the navigator. These "buoys with brains," we are told, were a product of the exigencies of war and were established at various danger points and especially along the treacherous sections of the coast. We read:

"The requirements specified a radio station that could automatically receive a message and automatically transmit another message for the guidance of the calling ship. The importance and urgent need for such a station was paramount. When the skipper of a ship nearing dangerous waters became uneasy he had but to call the automatic radio outfit concealed in some suitable cove and the immediate reply would give him his bearings in connection with the regular compass equipment of the vessel.

"In outward appearance the automatic radio bearing station resembled a large-size floating buoy to which a mast had been attached. Radiating down from the mast to cross-pieces fastened to the buoy body were antenna wires arranged in conical shape. The buoy was anchored in the usual manner, and bobbing casually up and down with the changing waves it easily masqueraded as a common everyday marker for ships.



THE RADIO BUOY.

"The internal appearance of the radio buoy was as different from the ordinary as it could be. Instead of the usual air chambers, every inch of available space was crammed full of sensitive electrical machinery and of complicated mechanical movements.

"The lower portion was the source of power supplied by several batteries of special construction firmly fastened to the steel wall. This lower chamber was partitioned off to prevent the battery fumes from injuring the delicate parts of the radio instruments, and ventilation was provided by means of small vent pipes fitted with valves to exclude the sea water.

"The instruments contained in the radio buoy were practically a replica of a receiving and sending station with several special additions. The tuning system of the receptor was set at a predetermined definite wave-length and the various tuning units were so closely adjusted that the apparatus was practically immune to signals broadcasted on other wave-lengths. Then followed an amplifier of powerful design, and finally a relay mechanism so constructed that it would respond to the minute currents available in radio work.

"The other radio material included a complete transmitting equipment governed by a machine sending device. But most important of all was the combination box which provided the 'brains' for the whole outfit. It was this small box which prevented enemy stations from fooling the radio buoy into revealing itself, or, rather its location. The signals received by the instruments had to pass the mechanical censorship of the box before the transmitting outfit was permitted to answer."

A ship coming within range and desirous of obtaining information simply called the buoy on a wave-length and with a combination of signals previously made known to its skipper. The receiving equipment of the buoy had been tuned to this wave-length, and the signals were therefore passed to the relay and then to the combination box. This box contained a system of electrically revolved cog-wheels similar to the cogs in a safe combination. The box mechanically scanned the signals and if it detected any irregularity it placed the outfit in an inoperative condition. Otherwise the sending instruments were connected to the antenna. To quote further:

"Instead of the usual key, the transmitting set was governed by an automatic sending machine, which forwarded a certain type of message or information, depending upon the class of station and its location. The vessel which had asked for this service listened in and determined its nautical bearing by means of standard compass loop antenna and noted down other facts necessary for its safety. At the end of the message the automatic radio-bearing buoy again placed itself into a receptive state and was ready to repeat the performance.

"The practically fool and bomb proof construction of these floating automatic radio-bearing stations made them of great value to marine activities incident to a state of war. They could be anchored almost anywhere in short order, and as many of them could be used in a certain locality as there were available wave-lengths. They required no more attention than the light buoys which are common along the coast, and could consequently be placed in dangerous and out-of-the way points.

"With certain refinements demanded by commercial usage, these automatic radio-bearing stations would prove of great value to everyday shipping. They would mitigate some of the hazards which seafaring men still contend with despite the multiplicity of inventions, and it is not at all improbable that the near future will reveal automatic radio-bearing buoys dotted along the coast."

"SANDY" ICE-CREAM—The ice-cream division of the United States Department of Agriculture has been giving thought to the problem of preventing "sandiness" in ice-cream. A recent bulletin of the department contained the following information on the subject, which we quote from *The Druggists' Circular* (New York):

"Sandiness is caused by the formation of crystals of lactose or milk sugar. These crystals, being only one-tenth as soluble as cane sugar, do not dissolve readily in the mouth. Some manufacturers claim to have had hundreds of gallons of ice-cream turn sandy before it has left the factory, but sandiness is usually found to occur in much smaller quantities of ice-cream after it has been delivered to the dealer. Altho there are a number of factors that have not yet been thoroughly studied, these conditions are known to have an important influence on the number and size of these sand-like crystals. These known causes are the use of sandy condensed or evaporated milk, excessive lactose in the mixes, and fluctuations of temperature in storage. It has been found that ice-cream subject to exposure, as most of it is in process of marketing, should not be made up with more than 5.85 per cent. of lactose, which is equivalent to about 11 per cent. milk solids not fat; any larger amount than this increases the tendency to sandiness. Pasteurization is important in overcoming sandiness that may be present in the mix before freezing. If the mix is heated at 145° and slowly agitated for twenty-five minutes the crystals will be dissolved. Rapid freezing when there is a high lactose content seems to hasten the formation of the sandy crystals. Raising and lowering the temperature, a frequent occurrence in ice-cream cabinets, is often a cause of sandiness. In connection with these temperature changes the time of holding has much to do with increasing the undesirable condition. This imperfection in ice-cream has had much to do toward retarding the progress of the industry."

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RADIO · DEPARTMENT

AN AMERICAN FORERUNNER OF MARCONI

THE INTERESTING DISCOVERY has been made by Mr. Raymond Francis Yates, editor of the New York *Evening Mail's Radio Review*, that Marconi had a forerunner in an American quite unknown to fame, named Dr. Mahlon Loomis. Away back in the pre-radio—one had almost said pre-historic—days of the early 'sixties, Mr. Yates tells us, Dr. Loomis transmitted signals through the air and thus was, no doubt, "the first man in the world to transmit messages successfully without the use of wires."

It appears that the pioneer experiments were made with kites, let up from mountain-peaks eighteen or twenty miles apart, each kite having attached to its under side a piece of fine copper wire gauze about fifteen inches square, connected with the wire, 600 feet in length, which served at once as kite-string and aerial. An electrical apparatus was used, and connection was made with the ground by laying in a wet place a coil of wire, one end of which was secured to the binding-post of a galvanometer. There was precisely the same electrical equipment in connection with each kite, and signals were tested by observation of the deflection or movement of the galvanometer needle, the two stations being used alternately as transmitting and receiving stations. The experimenter himself, in his personal diary, declares that, "altho no 'transmitting key' was made use of, nor any 'sounder' to voice the messages, yet they were just as exact and distinct as any that ever traveled over a metallic conductor."

From the New York "Evening Mail."

A "PRE-HISTORIC" RADIO SET.

Exact copy of Mahlon Loomis's original drawing of his wireless telegraph set on file in the patent office at Washington.

The diary entry refers to a public demonstration which was made in 1866 from two peaks of the Blue Ridge Mountains in Virginia. The peaks were located eighteen miles apart. Dr. Loomis called his system "aerial telegraphy." He made persistent efforts to gain financial support, in order that the commercial value of his discovery might be tested; but one disappointment followed another. The panic of 1869 nullified one growing prospect, and the Chicago fire of 1871 demolished another. The inventor died in 1886 without having had the satisfaction of seeing his discovery tested on a comprehensive scale.

Mr. Yates, from study of the original documents, is convinced that Dr. Loomis had an idea of modern wireless as we understand it; he believes that one of the inventor's sketches shows an induction coil and a spark gap. The importance of this, together with reservations made necessary by the vagueness of the original descriptions, are pointed out as follows:

"In Loomis's day, electrical science was in its infancy, and it is therefore very difficult to give many of his notes the proper interpretation. In some instances he speaks very vaguely, and even the most thoughtful consideration does not seem to reveal the facts he had in mind. However, it must be remembered that electrical parlance was undeveloped at the time Loomis lived.

"Successful radiotelegraphy was finally brought about by high-frequency currents Such currents were not known at the time of Loomis's experiments, but it can not be said with certainty that he did not use them. If Loomis did use them, he is without doubt the discoverer of radiotelegraphy.

"In his patent specifications, it is interesting to note that he used the word pulsations, which may have meant high-frequency currents."

Mr. Yates further reports that the matter seems to him of such historical significance that he has placed documents relating to Dr. Loomis's discovery in the hands of Dr. Goldsmith, secretary of The Institute of Radio Engineers, and that Dr. Goldsmith has consented to call the matter to the attention of the board of directors of the Institute. Should that body decide to investigate the records, and make appraisal of the significance of "aerial telegraphy" as experimentally practised by this forerunner of Marconi, their verdict will be awaited with interest; but it should not be forgotten that the world gives final credit always to the individual who makes an idea viable rather than to the originator of the idea. James Watts, universally considered the father of the steam-engine, was actually only the improver of a workable steam-engine invented by Newcomen, an example of which was brought to him for repair. Robert Fulton, father of the steamboat, had been a passenger on a steamboat operating on the River Clyde in Scotland, some years before he developed the *Clermont*. Steam locomotives were actually in operation, particularly in connection with mines, about twenty years before Stevenson devised the "Rocket." Samuel F. B. Morse was in all probability familiar with the successful experiments in telegraphy of German physicists before he made his practical telegraph instrument.

Such instances—and the list might be extended almost indefinitely—adequately show that not merely original discovery but actual demonstration of the applicability of an important principle may go quite unrewarded; and that the plaudits are reserved for the man who succeeds in making the principle or method or mechanism known to the world rather than for the original investigator.

So there is not the slightest probability that the name of Dr. Mahlon Loomis will ever supplant that of Guglielmo Marconi as "the father of radio."

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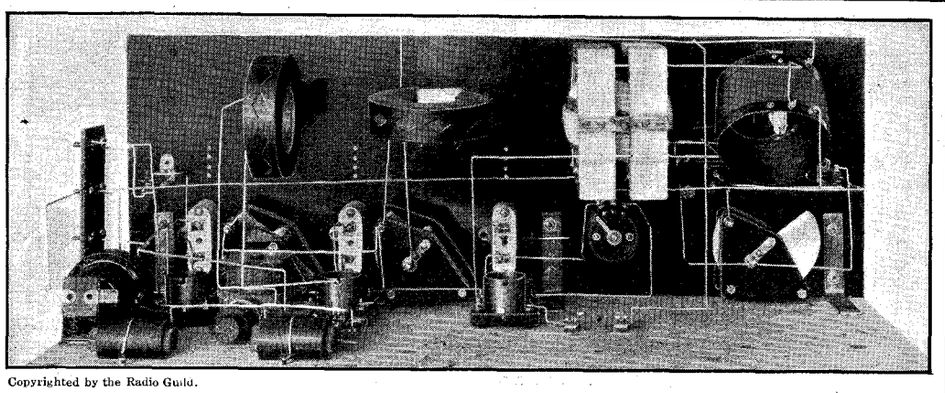

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THE ARMSTRONG THREE-TUBE SUPERREGENERATIVE RECEIVER.

Complete back view of the second set constructed, showing location of apparatus. It was made and operated by Kenneth Harkness, of the Radio Guild, New York.

RADIO MERCHANDISING IN DEPARTMENT STORES

A BULLETIN PREPARED by Arthur Wiesenberger for the Bureau of Research and Information of the National Retail Dry Goods Association gives an interesting summary of the radio situation, with particular reference, as a matter of course, to its commercial aspects. It is pointed out that at least eleven large department stores, in various cities, have broadcasting stations, and the important factors concerned in the establishment of such stations are detailed. A statement of the advantages that may accrue to the department store itself gives glimpses of the larger aspects of the problem, and have general interest. We read:

"The installation of a broadcasting station in a community where as yet no other store or organization has one creates a tremendous amount of prestige and is of exceptional advertising value. It must be understood that for the present no direct advertising may be sent through a broadcasting station. The Government is issuing licenses for stations sending out only educational and recreational programs. However, in making each announcement on your radio program you are privileged to give the name of your station and its location. It is also possible to have members of your organization, or outside experts, talk on various matters of general interest which, incidentally, tend to bring business to your store. Thus, you can have your fashion expert talk on style, or have your shoe buyer talk on shoes and their effect on health, or in other words develop programs that suggest to the minds of the listener that your store is the logical center for certain lines of merchandise and for others of an associated nature.

"If your store is located in a farming community, the broadcasting station will serve an excellent purpose by furnishing up-to-the-minute weather reports, market quotations on produce and other information of vital interest to the farmers, who, by the way, are rapidly installing receiving sets to secure information of this nature. The Government, through the Department of Agriculture, sends out daily, at noon and six P.M., telegraphic code messages giving this information, which can be decoded by your wireless operator and transmitted by your wireless telephone, so that the people in your community get it with the least possible delay.

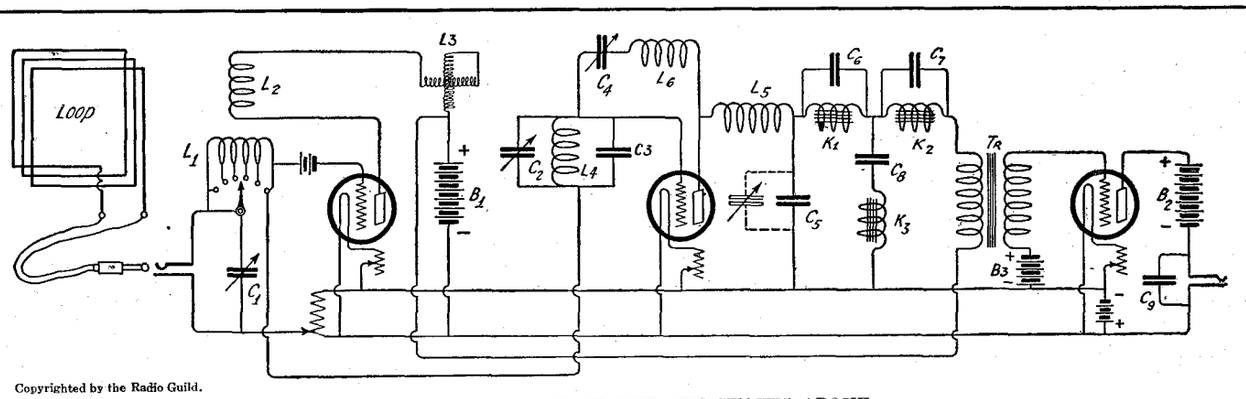
"Various officials of the Department of Agriculture give lectures on husbandry which should prove of interest to the farmers."

ROLLS-ROYCE VERSUS FLIVVER

IT APPEARS that some of the earlier accounts of Major Armstrong's new superregenerative receiver were not quite accurate in their comparison of the new method with the familiar superheterodyne method, devised by the same inventor. Mr. Kenneth Harkness, in a pamphlet published by the Radio Guild (New York), remarks that "a superheterodyne, which requires eight or nine tubes, remains the most stable, efficient, and easiest controlled method of amplifying high frequencies," and he quotes Major Armstrong himself as declaring that "the superheterodyne is the Rolls-Royce method of reception, but that there are plenty of people who still like to ride in Fords." "The new superregenerative receiver," says Mr. Harkness, "is, indeed, the radio flivver." With three tubes, it accomplishes what hitherto required nine. The one-tube and two-tube equipment are difficult to operate, but have great interest for the experimenter and for the accomplished amateur.

Full instructions are given by Mr. Harkness for the home construction of various superregenerative circuits, but the beginner is advised to experiment first with the simpler ones.

It appears, however, that the circuit using three tubes—one for radio-frequency amplification and detection, one for oscillation, or one for audio-frequency amplifier—is the most satisfactory for general use and is relatively easy to operate.



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CIRCUIT DIAGRAM OF THE SET SHOWN ABOVE.

Specifications: L1, L2. varicoupler. Variable condenser C2, 001 microfarad, shunted by fixt condenser C3, 001 microfarad. Coil L4, duolateral, 1,250 ohms resistance; L5, duolateral, 1,500 ohms resistance; the two not inductively coupled. Condenser C4, 001 microfarad, and radio-frequency choke L6, 5 millehenries, couple plate and grid of second tube. A filter (K1, K2, K3, C5, C6, C7, C8,) protects the third (audio-frequency) tube. The chokes, about 0.1 henry. Condensers: C6 and C7, .002 mf.; C5 and C8, .005 mf., or .004 shunted by variable condenser (dotted line, .001 mf. The variometer is inserted as a substitute for additional windings on the rotor of this varicoupler (L2) which serves as a tickler coil.

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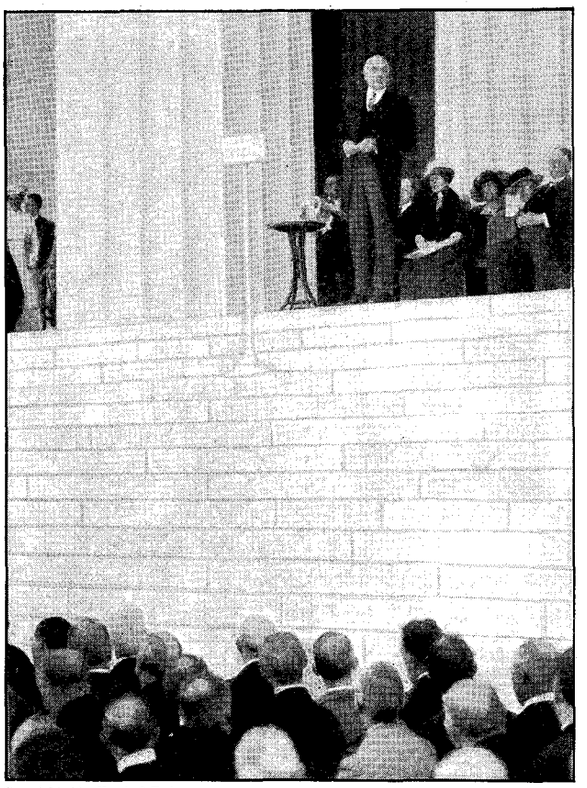
THE "SKIN EFFECT"

THE NOVICE often expresses surprize when advised to use a stranded wire or a steel wire coated with copper in place of a solid copper wire for the aerial. Copper being a much better conductor than steel, the advice seems anomalous. The explanation is found in what is technically spoken of as the "skin effect," which is thus interpreted in an article in the radio department of the New York *Globe*:

"Current that is direct, or alternating current of low frequency, will flow through the entire cross-section of a wire, and with such currents it is an advantage to use solid wire. As the frequency of an alternating current increases, the current tends to leave the core of the conductor and travel nearer to the surface, so when alternations or oscillations of a radio-frequency are reached, the current barely penetrates the surface.

"Let us assume that we have a pan of water or sand mounted on a spindle so that it may freely revolve. At first turn it around very slowly; the water will turn with the pan, and its surface will remain level. Gradually increase the speed of rotation and the water will gradually mount up on the sides of the pan, leaving a depression in the center. This may serve as sort of a crude mechanical analogy for the phenomenon of electrical skin effect; as the rate of revolution or the alternation frequency increases, the water in one case and the current in the other tend to fly toward the outer surface.

"For this reason copper tubing or copper strip could be used for radio-frequency work more efficiently and at sometimes a great saving over solid round conductors of the same cross-section. Stranded wire offers a larger current surface than does solid wire of the same diameter and will therefore give slightly better results. Copper is recognized as the best conductor of electricity in commercial use, but for radio work, such as for aerials, a steel wire having a copper coating is stronger, and at the same time cheaper, and will give just as good conductivity as if it were copper all the way through."



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NEAREST THE SPEAKER, BUT NOT FIRST TO HEAR.

When President Harding spoke at the dedication of the Lincoln Memorial the radio transmitter connected with the great station at Arlington carried the sound of his voice to the distant auditors before the sound waves reached the persons in the very front row.

RADIO HAS NOT YET INVADED BELGIUM—According to *The Western Electric News* (New York) radiotelephony is still an unknown science in Belgium. It is said that only recently King Albert listened to his first aerial conversation—a message from the Eiffel Tower in Paris. "The Belgians," we are told, "have not yet fallen victims to the craze that has spread through the United States during the last few months. There is not a single radiotelephone broadcasting station in Belgium, the few more scientific persons who have built receiving equipment depending entirely upon Paris and Scheveningen in Holland for their entertainment. Such is the unique picture of aerial communication conditions in the kingdom as pictured by L. Van Dyck, chief of the production branch of the Bell Telephone Manufacturing Company at Antwerp, who has come to the United States to study methods at the Western Electric Company's factory at Chicago. "Belgium," Mr. Van Dyck declares, "has acquired the habit of looking to the United States for all suggestions in electrical matters. Once the radiotelephone has proved its feasibility as a commercial enterprise here, Belgium undoubtedly will take steps to adopt it."

A RADIO PARADOX

IF YOU CHANCED TO BE in the very front row of the audience that gathered to hear President Harding deliver his Lincoln Memorial address, you will perhaps be incredulous when told that tens of thousands of people heard each successive word of the address before you heard it. Offhand, you may not comprehend how that could happen, inasmuch as you were directly in front of the President, watching his lips, and, as you would doubtless declare, hearing every word the "instant" it was uttered.

The paradox is presented and explained in an editorial article in the New York *American*, which notes that a good many rather startling inferences may be drawn from the well-known fact that radio signals hurtle out from the transmitting antenna with the speed of light. We read:

"Every amateur or other radio operator, when sending out a message, may rest assured that his signal has reached Mars in a little over four minutes, if the planet happens to be at the nearest point of its circuit, or in about twenty minutes if it is at the opposite side of the sun. Whether or not there are intelligent beings, conversant with radio, inhabiting the planet, is a question that does not for the moment concern us.

"Such speculations are of interest because they bring vividly to mind the fact of the almost unthinkable speed of the electromagnetic waves that convey the radio messages. One way of illustrating this is to compute that the radio waves would go clear round the earth at the equator more than seven times in a second. In the thousandth of a second they reach out to a receiving station 186 miles away. In the hundredth of a second they would compass 1,860 miles—half across the Continent.

"Meantime sound travels through the air to a distance of only a little over ten feet in the hundredth of a second. And so a curious paradox presents itself. If you were in the broadcasting room, over there in Newark, let us say, listening to a speaker who was talking into the microphone transmitter, the words would not come to your ears until later (by the fraction of a second) than the time when they had been heard by every one of the listeners using radio-receiving telephones within a radius of a hundred miles.

"When President Harding delivers an open-air address which is radiophoned from the great transmitting station at Arlington, the persons within actual sound of his voice—those in the audience directly in front of him—are the very last ones to hear what he says.

"If he were speaking through a megaphone that would carry one-third of a mile, the members of the audience at that distance would hear his words at just about the same instant when the message reached the man in the moon."

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LETTERS - AND - ART
LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

TYRANNY OF THE INTERIOR DECORATOR

ONE OF OUR LITTLE TYRANTS has at last received a challenge. He is the interior decorator who has held sway with us for the past ten years or more. "His coming was a boon," as Miss Phyllis Ackerman avers in *Arts and Decoration*, but his continued stay with us has taken away from us what sense of personality we had, which was a mistaken one, and hasn't replaced it with a correct one. "He rescued us from an esthetic morass," says Miss Ackerman, "and taught us one great lesson, that the making of a room is not a job of shopping,

Photographs by courtesy of "Arts and Decoration."

NOT A "PERIOD" ROOM,

Tho many of its details are products of the Eighteenth Century.

so many pieces of furniture to be bought, so many yards of material, but is an esthetic problem. Like painting a picture or writing a song, it is a problem in composition." And the consequence is, "the quality of American homes has been suddenly and completely changed." First Miss Ackerman lets us in on the state of things in our homes before this benefactor arrived. Then—

"The bride of the last generation came home from her honeymoon at Niagara Falls, she sorted over her wedding presents and sat down to decide where she could display them all. It took but little effort to dispose of them to her taste. The result was a sideboard of cut glass and silver, eight vases on the parlor mantle, six assorted pictures hung at various heights, and three statues wherever space availed. The effect was a chaotic conglomeration a little too thick for easy breathing. When her daughter came home from the flying trip to the Hot Springs she sorted over her wedding presents, telephoned to her decorator and they began to consider which she could exchange and where she could conceal most of the others. The result was a five-color Chinese porcelain *décor* on the buffet, a pair of candlesticks and a low bowl on the mantle, two blue Chinese lamps with gold shades, and an impeccable landscape. The effect was of deliberate organization a little too tenuous for relaxation.

"This is the gap made by the professional decorator between the generations and it came quickly and sweepingly. So startling was the difference both in point of view and in results we could not help but be self-conscious about it and a little proud. And pride has brought its usual stepsister, scorn, so that we think of the homes we grew up in and have outgrown, with lifted eyebrows. But any self-righteousness is unsafe. We are in danger of being so complacent in our studied effects we fail to see their deficiencies, fail to recognize that we have lost in discarding entirely the old. Yet deficiencies there are. Improvement as it is on the Victorian muddle, nevertheless our houses do lack some of the quality that the homes of our mothers had. The coming of the professional decorator has not been an unmitigated boon.

"What we have forgotten is the need for richness, intimacy and ease. The professional decorator with his nicely adjusted schemes has taught us the need for form and unity, and it is an important lesson. No room is beautiful that is not well organized. Confusion is exasperating and exhausting. But meagerness is just as unsatisfying. If the rooms of our grandmothers were shapeless, our present rooms are gaunt. The thinness of interest makes them lack abundant vitality. There is no fullness of quality, and so but little individuality. Professional decoration carried us from the one extreme of random accumulation and haphazard placing of our household goods to this other extreme of sparse interest and mechanical balances.

"Beyond these two extremes is the kind of decoration that brings together the good qualities of each, an intermediate room that avoids the errors of both. This room will have the comfort, ease and naturalness of the old without losing the organization and control and unity of the new. Where the world is older and the background of man has been of more gradual growth, these intermediate rooms are to be found. In the great houses of England, sometimes, too, in the old family places of Italy and Spain, are living-halls and libraries that have relaxation and richness without confusion, ease and naturalness that yet is controlled and falls into a unified effect. Full and varied, often theoretically inconsistent, they yet are organized and in appearance simple and coherent. It is from these that America has to learn to make homes that are neither a reversion to the Victorian mixture nor the exact and strained arrangements of a decorator's exhibition set. By comparison with them we can discover the sources of the decorator's meagerness and so transcend it."

The relaxation and naturalness of a fine old English home are "the gradually developed background of a continuous family life." Further:

"They have been built by the cumulative preferences of the generations bred in one tradition. The continuity of the tradition insures their unity. They have taken form to fit the life lived in them and this life has been fundamentally unchanging in its dominating assumptions and ideals. The selection of every bit of the furnishings to meet a personal preference grounded in this tradition establishes their naturalness. And they have been fused and mellowed by real and intimate use.

"We can not overnight manufacture the time to mellow and enrich our rooms to the beauty of these English ones, and if we have a tradition it is usually of fewer years than the Old World's is of generations, but we can at least be personal in our every choice and so obtain this fundamental quality for our homes. We can give to all our surroundings the intimate stamp of a selective taste. A room created by the varying interests of the individuals that will use it will have a tone and quality to distinguish it.

"It is here that the professional decorator has been most seriously deficient. Too often he has substituted his taste for his client's, put up a model room that reflected only his own likes and dislikes. To make a genuine room the decorator must sub-

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ordinate himself, be wholly agent and expert adviser. And the function of the expert is always to make us see our own preference clearer. His knowledge of real values and esthetic excellencies can help us to the selection of that which we will still enjoy six months, a year, a decade hence, not merely respond to in the momentary flush of acquisition. Through his experience he can interpret our more permanent choice.

"In the end this means that we will make our rooms out of beautiful things bought for their own sake instead of buying things for the sake of a preconceived scheme of the room. Here is the basic secret of the English houses. Because they have been made by the slow accretions of personal taste the objects of art, and good furniture certainly is included in this category, are all good in themselves. The paintings are there because they are distinguished ancestors done by distinguished men, not because they fit the panels well. The rug merits consideration as a work of art. It is not merely a floor covering. Eventhe drapes have a quality and interest apart from their function in the room.

"This has been the second serious mistake of professionalism. It has ridden rough-shod over esthetic values in its decorative schemes. Intent on the plan the average decorator has paid but little attention to the quality of the individual objects. Looking only for the effect he has not noted the deficiencies of this piece or that. In truth, so conspicuous has the decorator's tendency to use inferior things to fill out arrangements been, the term 'decorative' has become in the art trade almost a term of reproach. It has come to mean the third- and fourth-rate pieces that will be used as a 'color note' or an 'effect' in the execution of some professional room plan.

"The decorator, moreover, has usually been so concentrated on his scheme he has been unwilling to adapt it even to fine things already at hand. If in an English home of quality the red in the hunting-coat of an old portrait clashed with the rich *sang de boeuf* on the stand below, neither would be set aside. Both painting and portrait being good would be kept out and the room would have a sounder quality because it had absorbed these two strong notes. The decorator bent on harmony would have put one away. The present martyrdom in America of things of genuine quality at the behest of the decorator's conception of harmony is appalling. There are typical cases where a fine old Kurd rug is discarded because the red in it does not 'go' with the red in the wallpaper or, worse yet, where it is sent to an ingenious Oriental to be 'softened' with a mess of chemicals. Or the Ming painting is renounced because its malachite green seems too decided with the old-blue drapes. The old English room keeps its Kurd rugs and Ming painting and fits the room to them, not them to the room, and is finer and richer for the adjustment."

DIME NOVELS IN LAVENDER—Time was when the very term "dime novel" sent a thrill of horror down the spine of many a worthy parent. The agency of dime novels was thought to be responsible for the moral downfall of youth in great numbers. Now that they no longer interest the young, their only place seems to be a museum where their presence inspires such reflections as these indulged in by the New York *World:*

"On July 15 the New York Public Library will place on view the Beadle collection—1,480 of those thin, bright-colored books or pamphlets which were known to a pre-moving-picture generation as dime novels.

"The dime novel was once anathema to every respectable community in the United States. Preachers thundered against it, ranking it with the ballroom and the cigaret and the demon rum as one of the short-cuts to perdition. Careful mothers warned their boys against these snares of the evil one that came in bindings too glaring and at a price too low to fit in with any concept of middle-class decency. Meanwhile the boys so warned were reading the pernicious tales by tens and hundreds—out in the barn, perhaps, or under the edge of a school-desk, or in the shade by a swimming-hole.

"During the Civil War the dime novel was a new invention, and it flooded the camps, to the horror of all right-thinking persons. It has never lived down its ill-fame.

"And yet, now that it is gone save for a few specimens saved by collectors, we are informed that it was in reality a harmless and healthy type of fiction, based with considerable historical accuracy on the pioneer life of the West. We are invited to inspect it with gravity as the main literary amusement of our fathers and grandfathers when they were boys. The dime novel takes its place somewhere between the Rollo books and Dumas. Times have changed."

THE COWBOY THAT WAS

"MAN-AND-HORSE, he did more to make the West than any body else." What better encomium could the cowboy have than this? And it comes from one who declares he saw with his own eyes "the last phase of ranching in the grand style in the Far West, and knew and admired the essential American cowboy." He is tucked away in London now, Mr. E. B. Osborn, writing essays for the *Morning Post*, which we have frequently drawn upon. He speaks of the "last phase" with some warmth, for the cowboy he knew was "a very different person from the flamboyant hero of popular

WHAT NOT TO DO WITH A ROOM.

Here the principle of personal choice seems to have gone wrong and the professional decorator is needed to straighten it out.

picture-plays and the canned variety of Western novels, and from the mechanical toiler, willing to hoe potatoes or chop wood at need, who now tends the supercivilized cattle of the Great Plains." Mr. Osborn sees as perhaps few of his countrymen see him a character that lived in our earlier history and has now to take his chances of survival in novel and picture play. For—

"The stock-farm has succeeded the vast, unfenced range, and the life described in 'The Virginian' of Mr. Owen Wister, the most faithful and beguiling picture of its kind in American literature, has vanished as completely as the spacious river-epoch of Mark Twain's 'Huckleberry Finn.' I can see in the mind's eye that Western *chevalerie*, gaily starting down the Trail of the Obsolete, driving before them a huge cloudlike mob of the wild long-horned range cattle which would no longer be worth their keep. And I note the strange resemblance of these reckless, rakish riders, upright in their ornate Mexican saddles, to a company of St. Hubert's votaries out a-hunting, in some old Italian painting. They were themselves unconscious of their historic appearance, their peculiar and almost impersonal virtues; as Bart Smith, that famous cow-puncher, once observed: 'We are merely folks—just plain, orn'ry bow-legged humans.'

"But they were in truth a race apart, a workaday order of chivalry with a character as distinctive as their dress, and the world is the poorer for their passing. After all, men who live on horseback, think on horseback; inevitably their thoughts are cinched up a little higher than those of pedestrians plodding in the dust. *Don Quixote* saw visions where *Sancho Panza* slept dreamless; and the highwaymen, when 'high toby' was the game, had promptings of mercy and courtliness utterly unknown

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to the footpad with his cruel cudgel. Their worship of women alone sufficed to show that the Western cowboys were a species of *noblesse*, exalted above their neighbors by some light from within. The fewness of women in the 'Big Country' did not account for the fact that a girl, like the pretty young schoolma'am in 'The Virginian,' could journey anywhere and everywhere on the ranges in absolute safety, and be provided with obsequious escorts at every stage. On the contrary: the rarer and more costly a jewel is the more eagerly it is stolen. But any violation of the cowboy's code of deference toward women involved the prompt exercise of the hangman's curious function:

> My customers I tie
> And swing them up on high
> And waft them to a far countree—

or, in the case of the worst kind of outrage, the terrible penalty (acquired from the Comanche Indians) of 'staking out' whereby the criminal was laid upon a large ant-hill with his wrists and ankles tied to pegs in the ground. Also the cowboy loved romantically; he would write to the beloved as 'My Lone Star' or 'You what locoed me, and I like it,' and ride a hundred miles between sunset and sunrise to leave a parcel of new-laid eggs on her doorstep. Not even in Provençal courts of Love were cases of devotion ever presented which surpassed certain Western love affairs in constant service of the loved one, blissful, sacrificial, keen. Yet these devout lovers expected women to live up to their fantastic ideal of womanhood. A tailor-made Englishwoman, visiting her brother's ranch, outraged his overseer by her garb, especially the horsehoe pin she wore in her necktie. 'For Gawd's sake, ma'am,' he finally exclaimed, 'why can't you let us look up to you?' And after that outburst, he whispered to his second-in-command: 'Huh! If ever I have to git married, I'm going to marry a woman what's all over gol-durned fluffs.'"

TO DEFEAT THE STATELINESS OF LINEN-FOLD PANELING.

Make a room intimate through its personal equipments.

Mr. Osborn is moved to his panegyric by a recently issued book on "The Cowboy, His Characteristics, His Equipment and His Part in the Development of the West." And he seems almost to reproduce it in little:

"Even to describe the cowboy's saddle would fill a page; in a recently published book by a first-hand authority on cowboy manners and customs pages are devoted to distinguishing between the various types in use, all of which, however, closely followed the lines of the Moorish model brought from Africa to Spain a thousand years ago. The English saddle, called by the cowboy a 'kidney pad' or 'postage stamp,' would have been quite useless for ranch requirements, such as the ability to withstand the terrific strains of roping a steer. No expense was grudged on accouterments, including the long-barreled, beautifully balanced Colt which was so often used, not in duels or contests with 'bad men,' but to destroy wicked cattle, wolves, rattlesnakes, and the terrible man-killing horses who would lurk in ambush among the harmless herd—because of their subtle, malign intelligence these were far more dangerous than a man-eating tiger. The book mentioned above disposes of the dime-novel notion that the cowboy's chief occupation was shooting to kill human game. It was only the neurotic newcomer who was always drawing his pistol; if he learnt wisdom, well and good; if not, he was disposed of for the safety of the community. A great variety of the anecdotes which reveal character in a flash of light are submitted in this indispensable work. The cowboy's appreciation of real literature, for example, is defined in the story of a top rider who had been reading 'Julius Cæsar'—'Gosh! That fellow Shakespeare could sure spill the right stuff. He's the only poet I ever read what was fed on raw meat.' He had a passionate love for his horse, and you find proof of this in the inscribed boards or slabs of slate to be seen to this day under yellow pines or at the edges of aspen groves, the following being a typical epitaph:

> Here lies *I'M HERE*,
> The Very Best of Cow Ponies
> A Gallant Little Gentleman.
> Died on this Spot, Sept. 3, 1890.

There was no limit to the cowboy's hospitality; a party of them, especially if the Goddess of Faro had been propitious, would lay a few hundred dollars on a barcounter, and their leader would say: 'Gents, it's on us. She's opened up. The town is yourn.' The cowboys were always polite to one another, and this courtesy was shown even by 'rustlers' or cattle-thieves to their apologetic executioners, as in the case of one George Shears: 'Gentlemen, I am not used to this business, not having been hung before. Shall I jump off or slide off?'"

A SCANDAL IN THE BRITISH PRESS

EVERY SUNDAY NEWSPAPER in London is owned by a peer. This is a state of affairs that comes to light during the general discussion of the sale of titles now going on over there. It has come up recently in both houses of Parliament, and the Prime Minister is said to have had a bad time of it making a satisfactory explanation. Of course there are in the peerage men with all kinds of antecedents. "We have brewer peers and soap peers and tobacco and shipping peers," says Mr. A. G. Gardiner in *John Bull* (London). And, he sees some mitigation in the fact that "every great brewer, soap-boiler or ship-owner is not a peer." But according to him every owner of a Sunday paper is. This is his indictment:

"Now, let us look at this great machine of the Sunday press and its proprietors; I will give the names of the papers and the names of the principal or nominal owners:

Weekly Dispatch	Viscount Northcliffe
Sunday Pictorial:	Viscount Rothermere
News of the World:	Lord Riddell
Lloyd's News:	Lord Dalziel
Sunday Times:	Sir William Berry, Bart.
Sunday Express:	Lord Beaverbrook
Reynolds's:	Lord Dalziel
Observer:	Viscount Astor
Sunday Herald:	Sir Edward Hulton, Bart.

"That, as far as I remember, is the complete list. You will observe that every one of these newspapers is owned by a peer or a baronet. Can you point to any other calling, industry or profession in which the same phenomenon is witnessed?

"But there is something more. I think I am right in saying that all these gentlemen have received their titles or advancement in rank in the last six years, since 1916. I ask you to reflect upon that fact. I ask you to consider the meaning of this sudden discovery by the people who have titles to give of the virtues of any one who happens to own a Sunday newspaper with a big circulation.

"I ask you to read your Sunday paper in future with this in

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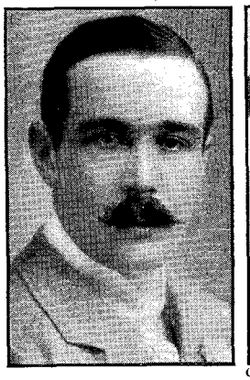
LORD NORTHCLIFFE.



SIR HENRY DALZIEL.

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LORD GEORGE RIDDLE.

LORD BEAVERBROOK.

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LORD ASTOR.

TITLED OWNERS OF LONDON NEWSPAPERS.

No other industry, calling or profession in England "has been so beplastered with decorations as journalism."

mind, and to accept the kind of political pabulum it offers you with this in mind.

"I have taken the Sunday press for my example because it is the most flagrant of all. But it is only characteristic of the general avalanche of titles that has descended on the press—in the country as much as in London.

"There is now hardly a single great newspaper in the land which is without a titled proprietor, a titled editor or a titled London representative. If there is one such paper you may be sure it is not because it couldn't have had its titles with the rest, but because it has preferred to place itself under no obligation to governments.

"Mr. C. P. Scott, of the *Manchester Guardian*, is but still plain Mr. Scott; it is because like John Walter of old, he 'doesn't want anything' that will compromise his duty to the public, and, I hope, because he has a wholesome contempt for titles.

"So with others, I rejoice to say that you will not find a title among any of the half-dozen most distinguished journalists of the day—men like Mr. J. A. Spender, Mr. St. Loe Strachey and Mr. Massingham. They could have had any title they liked; but they hold by the fine tradition that journalism must not take favors from politicians. . . .

"During the last half-dozen years it has rained titles in newspaper offices. Almost anybody who owns a powerful journal can have a peerage for the asking, or without the asking; almost any journalist who can influence what the newspapers say can have a Knighthood on the same easy terms.

"Take the Harmsworth family; they reek with titles. In the last half-dozen years Lord Northcliffe has been made a Viscount, his brother (Rothermere) has been made a Viscount, another brother Leicester Harmsworth, who owns newspapers at Plymouth, has been made a Baronet. Their managers and other employees have been made Knights, and I daresay their footmen and chauffeurs could have Knighthoods too, if they wanted them."

Mr. Gardiner declares that he does not "know any more subtle or corrupting fact in our public life than this." For—

"We are creatures of the press. We can not help it. It controls all our sources of information. It can feed us with any facts it chooses and deprive us of any facts it chooses. It can make us dance to any tune it selects, exalt any man who knows how to 'square' it, destroy any man who would scorn to be its creature.

"This enormous power implies an enormous responsibility. The task of the press is to be the guardian of the interests of the public. Its supreme duty is to preserve its independence and to place itself under no obligation to those who control public affairs and who have a direct interest in influencing the press.

"That used to be the case in the past. I think I am right in saying that until the late Mr. Borthwick, of the *Morning Post*, took first a baronetcy and then a peerage as Lord Glenesk, there had never been a title in connection with any great newspaper.

"It was the complaint of Lord Melbourne when he was Prime Minister against the John Walter who owned the *Times* in his day, that 'the damned fellow *wanted nothing*.' He wanted nothing because he knew that if he took something he would have to give something. Instead of being a trustee of the people he would have become an instrument of the Government.

"All this fine tradition of independence has gone. Titles have become as plentiful among newspaper owners and newspaper men as blackberries in the hedgerows in autumn. There is no other calling in England which has been so beplastered with decorations as journalism."

The problem of newspaper honors is only a phase of the larger question which Mr. Gardiner scores:

"We should know how they got their titles and what they paid for them. The evil is that the transaction is secret and corrupt. It is often a deal between party managers in want of cash, and ambitious adventurers who want distinction, or even shady persons who want a certificate of character. The remedy, of course, is to get rid of titles altogether. They are an insult to the intelligence of the modern world and have been repudiated in every great country except our own and Japan. They poison our social life by setting up discriminations which spread the twin diseases of flunkeyism and servility, and they raise false standards for our respect and reverence."

The *Spectator* reports Mr. Lloyd George as declaring, in answer to the charge, that he has "never departed from precedent." It thereupon retorts that "precedent in this matter has never been above reproach." It makes this interesting quotation:

"The *Morning Post* declared on Wednesday that it had evidence that the agents of the Government do in fact approach strangers with offers of honors in return for money. It then goes on: 'There is even a regular tariff. The price of a knighthood ranges from £10,000 to £12,000. A baronetcy is scheduled at from £30,000 to £40,000. Then, of course, there are the higher realms, with prices in proportion. The aspirant is, further, very kindly furnished with a catechism or *questionnaire*, which we have seen.'"

The Government, declares the *Spectator*, "will have to answer satisfactorily, or in the alternative to yield to, the strong public criticisms of the traffic in honors." It adds:

"There is a wide-spread conviction that the granting of honors in exchange for money, tho the transactions are disguised, amounts to corruption—a form of corruption which, if it is allowed to continue, will bring democracy into putrefaction. However satisfactory an explanation the Government may be able to give of some of the questioned honors, we regard what has already happened as little short of a tragedy. If the reasons for granting honors were quite above board and the Government made a point of giving their reasons in full, instead of sheltering themselves behind some vague and almost meaningless formula, they would at once kill suspicion. As it is we see full-blown democracy on trial, and yet we see the Prime Minister, who is never tired of calling himself a democrat, bringing one aspect of democracy into contempt and disfavor. In these circumstances we do not intend to remain silent. We are democrats, not by necessity but by conviction; and we shall do what we can to see that democracy is kept sweet."

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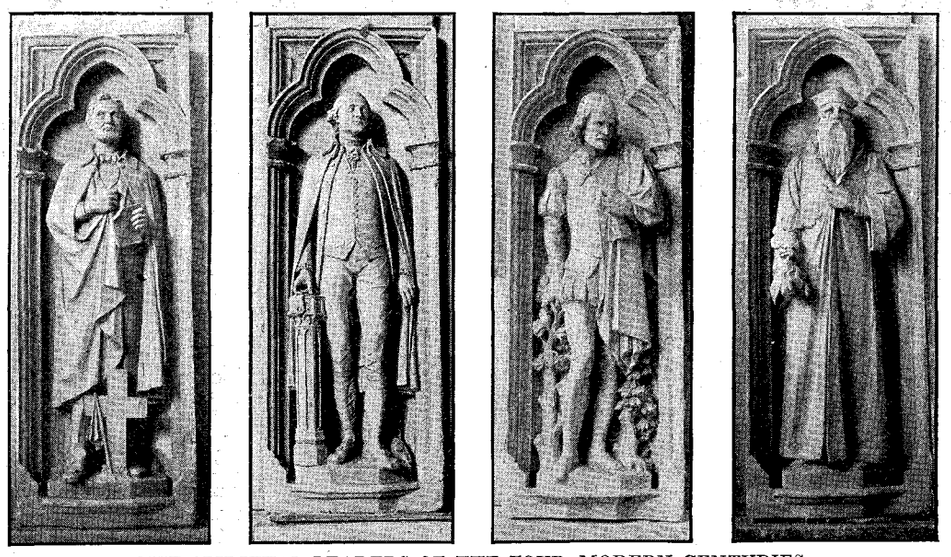
RELIGION-AND-SOCIAL-SERVICE

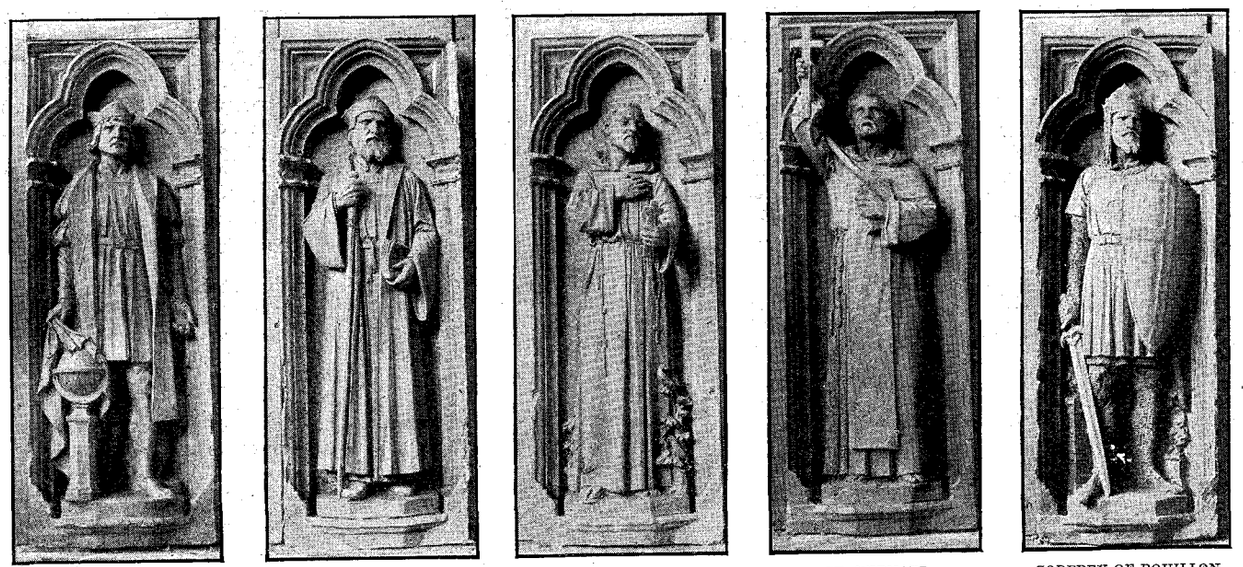
A CHRISTIAN HALL OF FAME

A CHRISTIAN HALL OF FAME, so to speak, has just been dedicated in the Episcopal Cathedral of St. John the Divine in New York. A marble parapet at the entrance to the choir has twenty panels, each containing a carved wooden figure—that is, each but the last, which is to be vacant for a while. The nineteen figures, as Margaret Fitzhugh Brown tells us in the Boston *Transcript* "represent, one to a century, those individuals in history which have most influenced the development of the Christian spirit." The figures, we are told, "are not all ecclesiastical, but have been chosen with the idea of selecting in each century the outstanding man who has contributed most to the moral and spiritual growth of mankind in Christendom. In the early centuries of the Christian religion, these figures were of course connected directly with the Church and the dissemination of Christianity, and after the appearance of the medieval rulers who supported it, prelates of the Church again come forward as leaders in the great movements of religious reform." But for the last three centuries, the figures of Shakespeare, Washington and Lincoln are chosen as having had the greatest influence upon the growth of the moral and religious spirit. The last panel is left blank for "the great figure which is to appear with the present century."



THE SPIRITUAL LEADERS OF THE FOUR MODERN CENTURIES.
Here, sculptured in the Cathedral of St. John the Divine, Abraham Lincoln represents the 19th, George Washington the 18th, William Shakespeare the 17th, and the venerable Archbishop Cranmer, with the long beard, the 16th century. At the left of these figures, as seen by the reader, is a space which will be filled by the person to be chosen to represent the 20th century of Christianity.

Since St. Paul holds a place in the history of Christianity second only to its founder he "was the obvious choice to represent the First century of Christianity," notes the writer in *The Transcript*. "The next century is represented by St. Justin the Martyr, who was one of the earliest and ablest Christian apologists," and who has given us "a vivid description of the Church in the middle of the Second century." "Clement of



COLUMBUS. 15th century.
JOHN WYCLIFFE. 14th century.
ST. FRANCIS OF ASSISI. 13th century.
ST. BERNARD. 12th century.
GODFREY OF BOUILLON. 11th century.

LEADERS OF GREAT MOVEMENTS REPRESENT THE THIRD GROUP OF CHRISTIAN CENTURIES.

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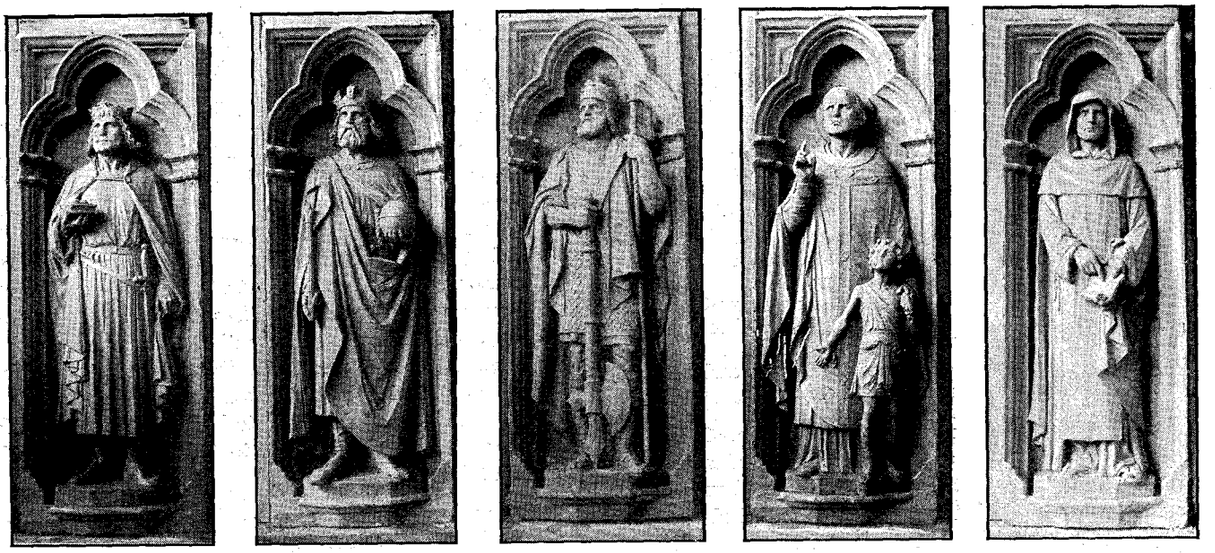
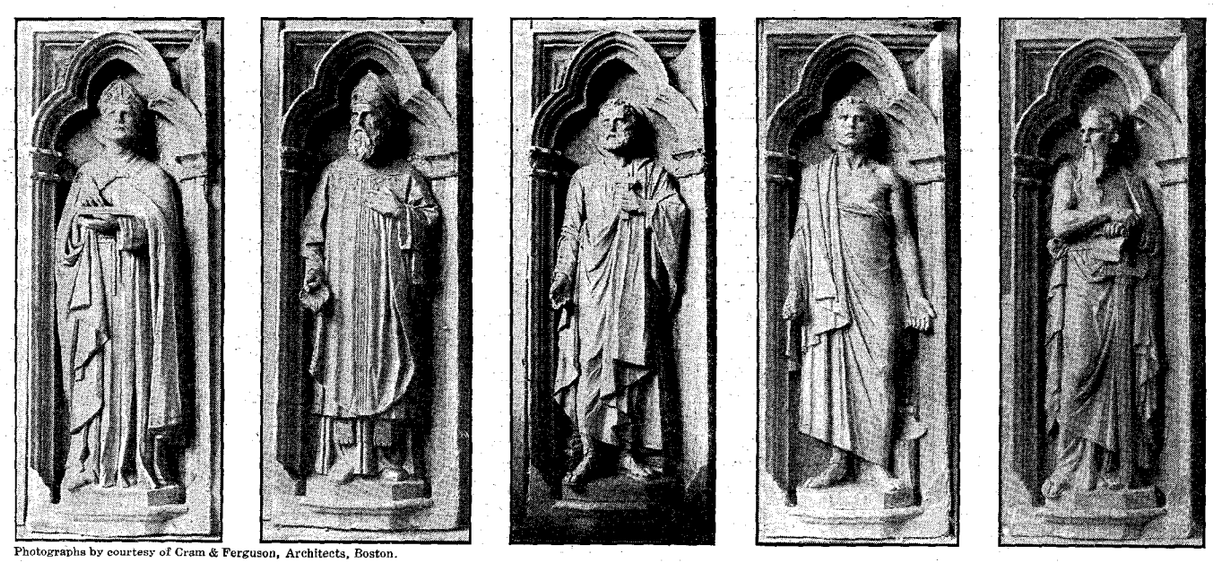


ALFRED THE GREAT. 10th Century. | CHARLEMAGNE. 9th Century. | CHARLES MARTEL. 8th Century. | GREGORY THE GREAT. 7th Century. | ST. BENEDICT. 6th Century.

KINGS WHO DEFENDED AND PRIESTS WHO GUIDED THE MEDIEVAL CHURCH.

Alexandria, the third figure in the series, is of great importance to the history of Christianity in that he was the first to bring all the culture of the Greeks and all the speculations of Christian heretics to bear upon the exposition of Christian truth." Athanasius, who became Bishop of Alexandria in the Fourth century at the age of thirty-three, is remembered principally for his fight against heresy in the Church and is "known in history as a father of orthodoxy." St. Augustine of Hippo was one of the four great fathers of the Latin Church, the others being Ambrose, Jerome and Gregory. He was a great preacher, and the author of the famous "Confessions" and the "City of God." Saint Benedict wins a place as the father of Western monasticism. Gregory the Great, saint and Pope, laid the foundations of the political influence of the Catholic Church.

When we come to the Seventh century, we find it represented by the first of a group of rulers who aided the cause of Christianity. Charles Martel, the Frankish King, kept the Moors from conquering France, and thus put a limit to the spread of Mohammedanism. He is also, according to the *Transcript* writer, recognized as a mighty aid of Christian missionary effort. The great Charlemagne was an ally of the church and the papacy, and was the first ruler to take the semiecclesiastical title of Holy Roman Emperor. Alfred the Great's character and his place in English history make him the representative of the Tenth century in a cathedral of what is really a daughter denomination of the Church of England. Godfrey of Bouillon represents the age of the Crusades. Saint Bernard of Clairvaux typifies the medieval monk. Saint Francis of Assisi "is one of those individuals who have left their mark on history through sheer strength, sincerity, and beauty of character. His manner of life and his ideals awakened a tremendous response and the rapid growth of the Franciscan order attests to the need there



Photographs by courtesy of Cram & Ferguson, Architects, Boston.

ST. AUGUSTINE. 5th Century. | ST. ATHANASIUS. 4th Century. | ST. CLEMENT. 3d Century. | ST. JUSTIN MARTYR. 2d Century. | ST. PAUL. 1st Century.

FIVE SAINTS WHO REPRESENT THE FIRST FIVE CENTURIES OF THE CHRISTIAN ERA.

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was at the time for this outlet for spiritual sympathy with the poverty and disease so prevalent everywhere." Then—

"With the fourteenth century and John Wycliffe we come to the awakening need for the realities of religion lost sight of in the observance of the ritual and government of the Church, and Lollardism in England under Wycliffe, which flamed into the Reformation two hundred years later, shows the spirit of Christianity alive and struggling in spite of persecution.

"The martyrdom of Archbishop Cranmer during the horrible burnings of the Reformation, humanly weak tho he was and less of a hero at the stake than many a martyr of the time, had a tremendous influence on the Protestant cause, perhaps through pity for his recantations and humiliations.

"With the widening of the world's horizon by Christopher Columbus, the development of its moral and intellectual powers by Shakespeare, and with Washington and Lincoln as leaders of the growth and expression of fine moral integrity and humanity, we bring Christianity to the twentieth century."

While we are talking about the spiritual leaders of the Christian era, it is interesting to compare these Episcopalian selections with choices that appeal to Mr. H. G. Wells. Bruce Barton, in an interview for *The American Magazine*, asked Mr. Wells this question: "Who in character and influence has left the most permanent impression on the world?" Mr. Wells in his answer gave six names in the following order: Jesus of Nazareth, Buddha, Aristotle, Asoka, Roger Bacon and Abraham Lincoln. Of the importance of the name of Jesus, Mr. Wells says, speaking as a historian impartial as regards religion:

"The world began to be a different world from the day his doctrine was preached; and every step toward wider understanding and tolerance and good-will is a step in the direction of universal brotherhood, which he proclaimed.

Readers of Wells's "Outline of History" remember his enthusiasm over the Buddhist king Asoka. In *The American Magazine*, Mr. Wells says of this favorite of his:

"The monarch I have in mind lived long before Charlemagne or even Cæsar. He ruled a vast empire which stretched from Afghanistan to Madras; *and he is the only military monarch on record who abandoned warfare after victory.* . . . More living men cherish his memory to-day than have ever heard the name of Charlemagne."

But there is one name on which Mr. Wells and the Episcopalians who selected the nineteen for their Hall of Fame agree. Both choose Abraham Lincoln as the bright and shining star of the 19th century. Mr. Wells explains that since America is the most striking phenomenon in modern history, "America ought surely to have the right to nominate at least one member of our list." And Lincoln rather than Washington is chosen because—

"America might have imported her Washington full-grown from the Old World. She had to grow her own Lincoln."

TEN MORE COMMANDMENTS—Ten commandments covering man's duty to animals have been issued by the department of humane education of the Presbyterian Church, which, we are told, is a new application of an old principle, each of the commandments being founded on human kindness and justice. As summarized by the Chicago *Journal of Commerce*,

"They forbid cruelty to all living creatures; command mercy for them; suitable periods for the rest of those that work under man's control; including a full day on the Sabbath; ask proper food and provision for their comfort; forbid the killing of birds or animals for sport, or in contests of skill, or for gain; and condemn the promotion of bloody fights between fowls or animals, together with the use of furs and feathers that involve the death of those that produce them.

"In substance this new teaching is an indictment by the great Presbyterian Church of many common practises by which living creatures are thoughtlessly or wantonly killed or cruelly treated. We are wondering how heartily they will be approved by many who love to adorn themselves with the pelts and plumage of creatures slaughtered to supply the demands of fashion."

GENOA, GEHENNA, AND GENEVA

"LLOYD GEORGE HAD AN AWFUL FIGHT at Gehenna," so an old Welsh friend of the Prime Minister's is reported to have said, on no less an authority than that of the Prime Minister himself. And while it does not go quite so far as to use the word "Gehenna," John Calvin's historic church in Geneva is convinced that there was much evil made manifest at Genoa, and it felt moved to send out a serious word of warning. The Genevan document is said to have been dictated by an "irresistible impulse of conscience," while the conference was still in session, but after failure seemed certain. It is appropriately printed in *The Continent* (Presbyterian, Chicago), at a time when the continuation conference at The Hague seems also at the point of failure. Foreseeing the end of the Genoa gathering both "in scandal and impotence," the pastors and elders of the old historic Protestant stronghold in Geneva sent forth this message to the political and spiritual leaders of the world:

"What is happening at Genoa is one of the results of the weakening of the religious and moral sense in the life of nations. The conscience of man, without light from on high, becomes dimmed. Selfishness and pride pursue their way unchecked. Moral principles are tottering and material interests and questions of gain are in the ascendent. 'What shall it profit a man if he gain the whole world and lose his own soul.' We unite to our protest an urgent appeal to the Christian world, and we call upon governments, statesmen and private persons to make a supreme effort to realize in their lives, in the relations between nations and in the discussions of political and economic problems, the sacred truths of the gospel of Christ. This gospel exacts from each individual a sense of his responsibility and a willingness to repair the wrongs he has inflicted. All, no doubt, desire to prepare the way for a world where justice and peace will hold sway, but we assert that it is only by a return to the gospel that human society can find its salvation. May God's Kingdom come!"

"PREACH CHRIST" BUT NOT "CHRISTIANITY"—In the Far East, Christ means one thing and Christianity something very different; at least, so Mr. Fred B. Smith came to believe after a tour of the world made under the auspices of several church organizations. He finds that now the average Mohammedan looks upon Christianity as a religion of war and bloodshed. The Moslems, who themselves freely advocate the sword as a means of conversion, accuse Christians of insincerity in professing a love of peace while waging the bloodiest war in all history. In India a distinguished native Christian advised Mr. Smith not to use the word "Christianity" in his addresses in that country. Said the Oriental: "You can preach Christ, but you can not preach Christianity. It is here regarded as the name of a Western religion which has failed." *The Herald of Gospel Liberty* (Christian, Dayton, O.) quotes Mr. Smith as telling this story, and then going on to say:

"I could multiply similar illustrations from China and Japan. Hindus, Mohammedans and Buddhists are filling the Far East with descriptions of western Christianity as a war-loving and war-promoting organization. The East says, 'Christianity, a cannonball, a submarine, and a gas bomb go together.' The West says, 'Christ is the Prince of Peace and the Christian Church is the instrument to make that doctrine effective throughout the world!' But the cold fact is that thus far Christian teaching has not produced that result even in nations where it has held a preponderance of the people. Passing peace resolutions does not remove this impression. I believe that the Great War has set back by many years what might have been the progress of Christianity in China and India.

"The Church is the only organization with the world contacts which make possible a common binder for preserving peace. If the Church fails in its new opportunity, more and worse wars are coming. The stage setting is perfect for more outbreaks. Only the Christian gospel of brotherhood can furnish the moral and spiritual foundation that will make peace really possible."

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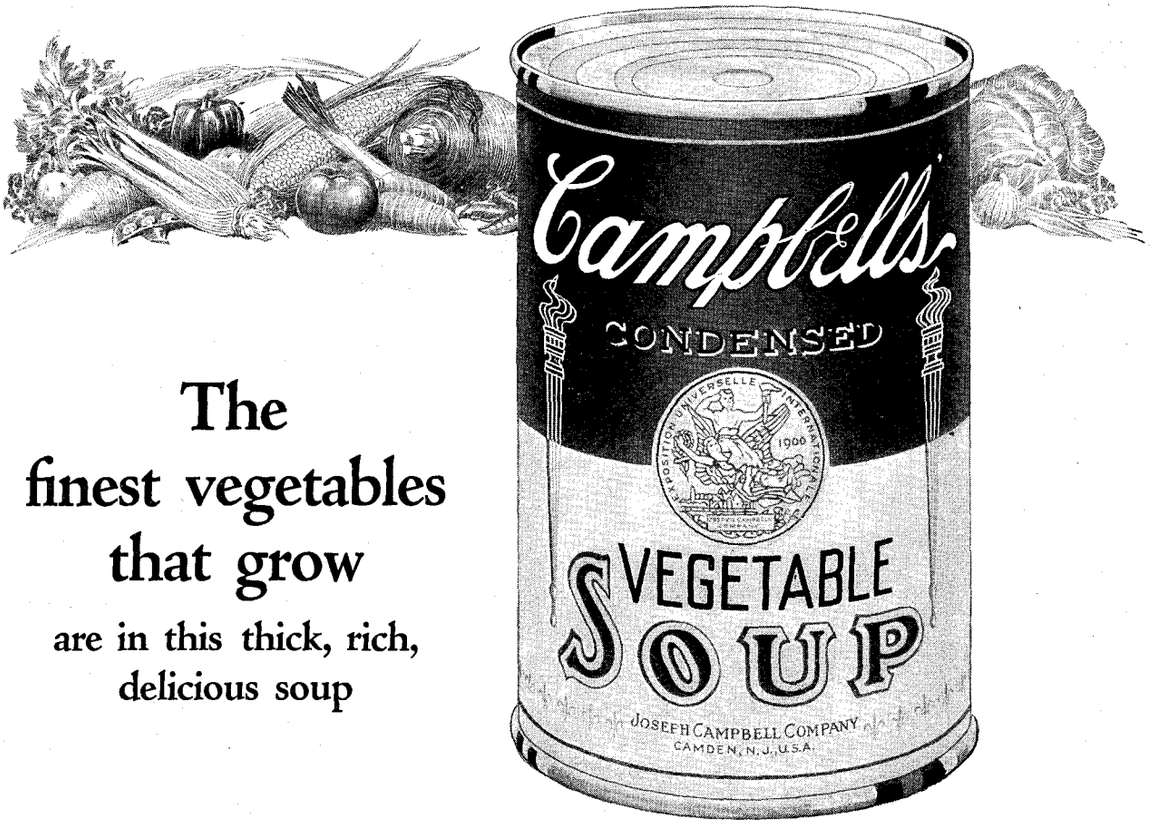
EAT SUBSTANTIAL, NOURISHING SOUP EVERY DAY



The finest vegetables that grow

are in this thick, rich, delicious soup

So plentifully supplied with solid, luscious vegetables and strength-giving cereals that every spoonful comes to you heavy-laden with nourishing food. You relish the tasty invigorating meat broth and the delicate blending and seasoning which have made the name Campbell's so famous. Here is delight for your taste in delicious flavors and contentment for your keenest hunger. A generous plateful of Campbell's Vegetable Soup is a meal—this one dish containing fifteen choice vegetables blended with seventeen other ingredients—thirty-two in all!

Tiny, tender peas, baby limas, juicy-ripe tomatoes, sugar-sweet corn, Chantenay carrots, golden turnips, potatoes (white and sweet), chopped cabbage, snow-white celery, alphabet macaroni, selected barley, French leeks, okra and fresh parsley—all these unite with the other ingredients to make this such a hearty, filling, tempting soup.

I am the pride of all the beach
The kind the boys call "just a peach."
Good Campbell's Soups keep me so trim—
I like my plate filled to the brim!

21 kinds **12 cents a can**

Campbells' Soups

LOOK FOR THE RED AND WHITE LABEL

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CURRENT - POETRY

Unsolicited contributions to this department cannot be returned.

THE familiar complaint of youth that old people can find nothing to praise except things past is heard again in lines from *The Cambridge Review* (London). In this instance the youth who hears old men talking draws a moral from what they say, to the effect that it is better to believe in life while one is young.

I HEARD THE OLD MEN

BY EDWARD DAVISON

I heard the old men talk together,
Nodding grey heads one to another,
And dimly seen from my window-sill
(So cool was dusk and the air so still)
The blue tobacco-cloud under me
Blossomed up from the vanishing tree
Till darkness gathered the phantom flower.
But under the leafage hour by hour
One to another I heard them say
Yesterday—Yesterday—Yesterday!

* * *

It is all true that men born long ago
Pondered and spoke even as I do now,
Planning to mend earth's sorrows: even so
Do I. With earnest voice and serious brow
Each learned life's lurking secrets from the wise,
Like me they loved growing old in discontent
Till all illusion faded from their eyes;
Beauty's mirage, brief and impermanent,
And first love's all-too-soon frustrated dream,
And impulse mocked and hope and faith belied,
All that was highest in the heart's esteem
Betrayed, exhausted, hurt, unsatisfied.

It is not all a dream, though when I speak
The old men smile and cowardice defers;
Ambition, Hope and Love seem strangely weak
And perishable things,—poor travelers
Treading an alien land where the sea-mark
Looms in the mist obscure, and yet they know
It is not all illusion, for the dark
Sonorous sea sucks at the rocks below
And men grow deaf in age.

I'll not believe
That time can quench the ardour of the heart
Or bate one impulse out of youth, or grieve
Its mocked ideal dream. I will not part
With any sympathy for common things
That yesterday thought beautiful or good,
Not one enthusiasm that beauty brings
Will I let sleep, but die within this mood
Rather than lose another love I had,
Having so few surviving yesterday.

It is not all a dream. I will be glad
That there's some spirit treading upon earth
(Though scarcely heard, yet felt in every breath
Of the free air), a spirit of rebirth
In their own sons, for those who suffered death;
For there are poets wakening into song
And soldiers seeking peace on earth again,
I will believe in life while I am young
For once grown old there's no believing then.

THERE is a charming honesty as well as humor in Mr. Redman's comment on his contemporaries found by *The Nation*. One can almost forgive all the rest of his generation for their repudiation of their forbears:

POST CINERES GLORIA VENIT

BY BEN RAY REDMAN

Thick waves of dulness ooze across the room,
And clog in little eddies here and there—
Much talk of books and art, Brancusi, *Broom*—
A charming intellectual affair.
Clotted in groups around the central founts
Of fluent platitude, with heads tense bowed
Inward to catch the magic spray the crowd
Shifts feet, the while the verbal geyser mounts.
From knot to knot a pink-cheeked Boswell flits,
Posterity's reporter, walking ears:
At eighty he'll lament the vanished wits;
Say conversation as an art, he fears,
Is dead; and then, with senile gusto, write
Down treasured flashes from this distant night.

SOME politics and much tragedy is exprest in the following, bearing upon a recent painful event. The *Morning Post* (London) is quite naturally the place where we would find it:

THE THREE SHADES

BY I. C.

Shade of Nelson:
Who comes beneath the dome,
Like a warrior to his home
Among the martial dead?
Shade of Wellington:
Soldiers bore him to his rest
By the ribbons on his breast
He hath many battles seen.
Shade of Nelson:
Lo, his tunic stained with red,
Lo, there beneath the star,
Like mine at Trafalgar,
What may that portent mean?
Shade of Wellington:
And the drawn sword in his hand!
Is there war within our land?
Shade of Nelson:
Ah, no, there can not be,
With our ships upon the sea.
Shade of Wellington:
Do the sons of Blucher spoil
The wealth of England's soil?
Speak, comrade, I command!
By the blood upon thy breast
Doth the foeman mock our rest?
Shade of Nelson:
No, no, it can not be
With our fleets upon the sea!
By that drawn sword in thy hand,
Speak, comrade, I command.
Shade of Wilson:
No foreign foe is near.
Shades of the Others:
Good tidings these to hear!
Shade of Wilson:
Our Army, mine and thine,
Laid our frontiers on the Rhine,
And from Flanders cleared our foes,
Our fleets the sea, and sky.
Shade of Nelson:
Cleared the sky!—
Shade of Wellington:
And earned repose!
Well hast thou won thy rest—
But why that blood-stained breast?
Shade of Wilson:
Here in London's central roar,
On the steps of mine own door,
A British soldier I
By our own condemned to die.
Shade of Wellington:
Good comrade, tell us why.
Shade of Wilson:
Our foemen worked unseen
Till they mined our Irish ground.
Shade of Nelson:
But our Navy stood between
Shade of Wilson:
Allies of our own they found.
Shade of Wellington:
But our Army drove them out—
Shade of Wilson:
By our politicians bound
With ropes of treachery about,
Yet our work was nearly done,
When they swept us to defeat—
Who count right and wrong by vote,
We had murder by the throat,
They took murder by the hand,
Murder robed and crowned by fear,
Placed upon the judgment-seat,—
And by that tribunal I
Who would not bow was doomed to die.
Shades of the Others:
Make room, ye glorious dead, make room.
Honour lives only in the tomb.

OUR own countryside as well as England's can furnish this scene recorded by the London *Observer*. In fact the movies recently gave this veritable picture, unpoetized, informing us that the gulls traveled fifty-seven miles from their breeding ground to their feeding ground:

THE SEA-SENSE

BY NORMAN ANGLIN

All day along the plough's full-laden wake
Of worms—like bubbles in the shiney clay!—
Seagulls have hovered in white-winged array.
I follow, for I dare not now forsake
This sudden sea-sense in the fields; I take
A score of memories from each display
Of broad white wings—the restless sea to-day
Is with me as I watch the furrow break.

A misted night: the lights of farms burn clear,
Like masthead-lights on slowly-passing ships.
The sea—this wide-flung country ploughed for grain—
Is black; like rollers, hedges swiftly rear
Their lengths; one light, another, gently dips,
Hides for a hushed half-minute, burns again.

PERHAPS Mrs. Wylie has written the feminine counterpart of Henley's "Captain of My Soul." It is also, perhaps, just so much less great than his in that here is a declaration of sex. The *Literary Review of The New York Evening Post* prints it:

LET NO CHARITABLE HOPE

BY ELINOR WYLIE

Now let no charitable hope
Confuse my mind with images
Of eagle and of antelope:
I am in nature none of these.

I was, being human, born alone;
I am, being woman, hard beset;
I live by squeezing from a stone
The little nourishment I get.

In masks outrageous and austere
The years go by in single file;
But none has merited my fear,
And none has quite escaped my smile.

RESPONDING to our recent comment on the scarcity of "poesy about fish," a correspondent sends us this *jeu d'esprit* from the Toronto *Weekly Star*, no author owning it:

THE POOR FISH

Strong language mars a poet's lays,
Yet I must say pooh-pooh and pish
To him who coined that senseless phrase
"Poor fish."

"Poor fish," indeed. What happier lot
For harried mortal could there be—
To tenant some sub-aqueous grot
Rent free!

Where bill collectors can not pass;
Where weather forecasts never change;
"Continued wet" foretelling all
Their range.

"Poor fish!" He snaps his fins at dress,
Golf jackets, sacks and swallow tails;
Nor stays in bed the while they press
His scales.

* * * * * * *

Rich fish! While envying his days,
So blessed with all the heart could wish,
I dub the maker of the phrase
Poor fish.

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WHAT OWNERS SAY THE BEST PROOF

A GREATER VALUE AT LOWER COST

THE Essex has always been an outstanding value by every standard of price and quality comparison.

Especially interesting now is a price to price measurement of the Essex against cars you have regarded as comparable to it in quality.

Will you find today any car that even approaches Essex in quality and ability, within hundreds of dollars of its cost?

And doesn't its low cost with such quality appeal to judicious buyers, whether they are considering a car slightly less in cost, or have been seeking Essex quality in some much costlier car?

Retail prices in Canada (*including duty, sales tax and excise tax*)

Touring - - -	$1710
Cabriolet - - -	1870
Coach - - -	2035

f. o. b. Windsor, Ont.

Retail Prices in U. S.

Touring - - -	$1095
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Freight and Tax Extra

ESSEX

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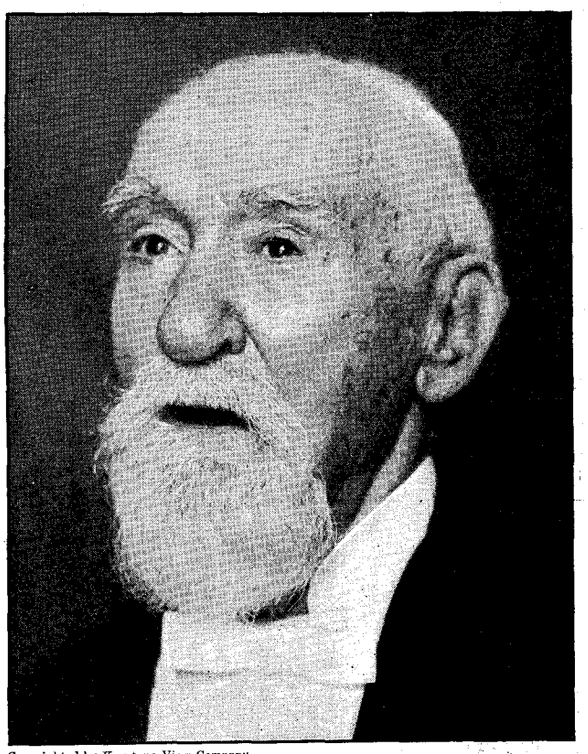
PERSONAL ▾ GLIMPSES

THE SUNNY SIDE OF BEING ONE HUNDRED

EVERYBODY WILL LIVE to be at least one hundred years old within a few generations, scientists assure us, and numerous Eastern journals are finding ex-United States Senator Cornelius Cole particularly interesting as a type of the hearty old age future generations may aspire to. In 1847



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A TRAVELER AND CRITIC AT THE CENTURY MARK.

Ex-Senator Cole, who lately came from California to visit his old college and some of the home scenes of his youth in New York, will be one hundred years old on September 17. He is a student of modern affairs, and a witty commentator on the past and present.

young Cornelius Cole, then twenty-four years old, received his degree of Bachelor of Arts from Wesleyan University. A short time later came rumors of the gold discovery in California, and with a half dozen friends he set out to make his fortune. In 1922, Cornelius Cole, sole survivor of his class, preparing to celebrate his 100th birthday on September 17, received an invitation from his alma mater to come to Middletown, Conn., and receive an honorary LL. D. Mr. Cole came, in spite of the opposition of friends and relatives, who thought the journey too much for a centenarian, and was lionized both in Middletown and in New York City. He brought with him, says a reporter for the New York *Times*, one of the many who interviewed him, "recollections which went back to the thrilling days of '49, and an active life that included a friendship with Lincoln, a place in both Houses of Congress, and an interesting part in the purchase of Alaska—to say nothing of a large interest in the events of to-day." Memories which throw light, often a humorous light, on the present, believes Mr. Cole, are among the pleasantest rewards of old age. The *Times* writer's account of his interview runs:

Cornelius Cole, centenarian, former Senator from California, and native of Seneca County, New York, seems scarcely more than seventy-five. His face is sun-browned and unwrinkled. He is active and robust and will sooner offer his arm to a woman when crossing a mean spot in the road than to think of taking hers. His memory is surprizing, his outlook young, and his comments when not serious are colored by a sense of humor that a man half his age might envy.

In his reminiscences, Lincoln takes first place. Discussing modern affairs, he is conversant with all current movements. The bonus, the tariff, Prohibition, Sir Arthur Conan Doyle, the woman question—to all of these things his mind responds. Even to-day, however, the thing that seems most important to him is to clear away the belief that Lincoln was a crude or unpolished man. Mr. Cole was with him on the platform when he made his famous Gettysburg address, and saw him five hours before he was shot by Booth.

"I'd like young Americans of to-day to remember this," he said: "Lincoln was not the crude, sometimes coarse, always unpolished man he is pictured to be. Physically he was big and uncouth, but in mental turn of mind and manners he was always the courtly gentleman. At times he was even the gallant.

"He gave a dinner at the White House once. Mrs. Cole and I were invited. It was a very superior kind of dinner, with grand fixings, kid gloves and stiff shirts. Most certainly Lincoln did not mar the picture of that occasion. When it came time to leave, Mrs. Cole and I went up to him to say good-night. We were on the point of going, when Mrs. Cole found that she had lost one of her gloves. She asked me to go back to look for it, when President Lincoln stopt me with a smile.

"'Never mind searching for it, Mrs. Cole,' he said. 'I'll look it up when the guests are all gone and keep it as a souvenir.'

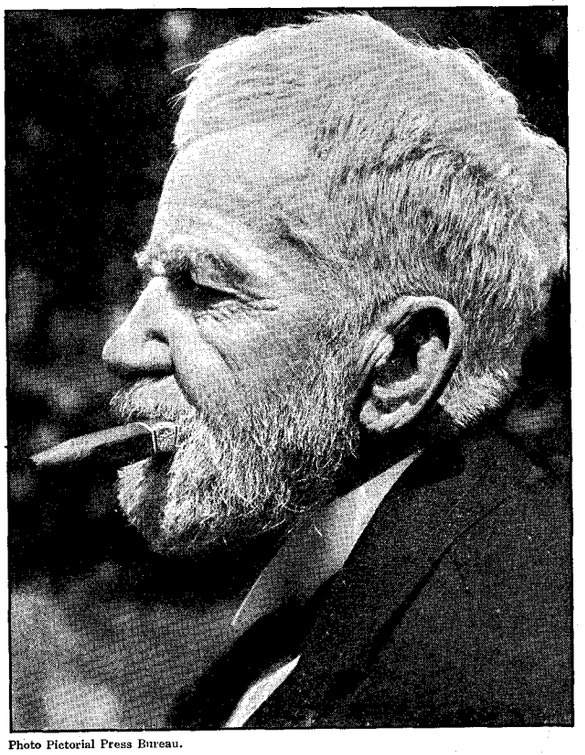

Photo Pictorial Press Bureau.

HE WRITES SIX COLUMNS OF HUMOR A WEEK.

M. Quad, who made his reputation when Mark Twain, Bill Nye and Robert Burdette were making theirs, still does his humorous "Bowser" stories, which are syndicated to papers all over the country. He is on the last twenty years of his hundred.

"It is another mistake, often made, that Lincoln wrote out the Gettysburg address on the train before he got there. He never wrote that speech. He didn't know he was to be a speaker that day. Mr. Everett had been announced as the man who was to be the principal figure of the occasion, and the President went there as a listener. When he was called upon, he spoke from the

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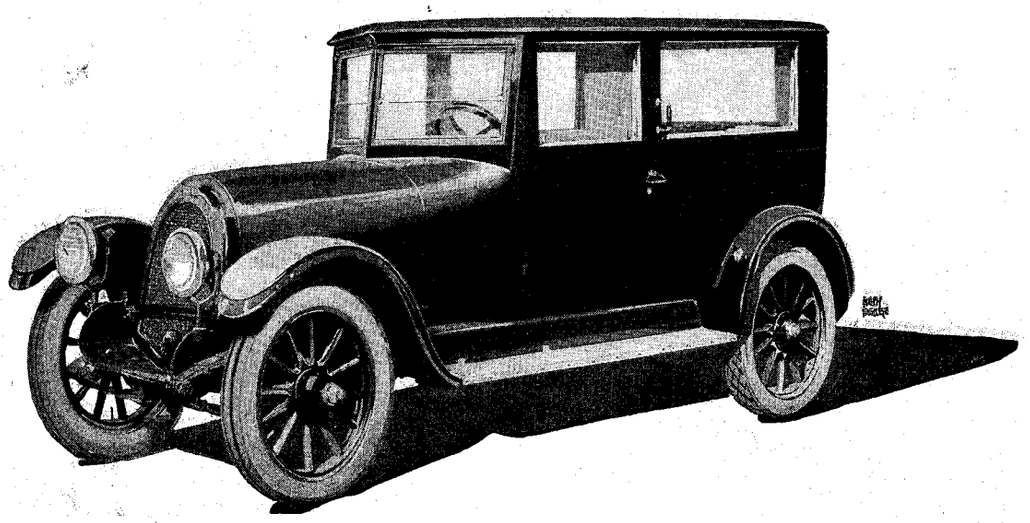
TOURING CAR	DEMI-SEDAN	RUNABOUT	COUPÉ	DEMI-COUPÉ	BROUGHAM	TOURING-LIMOUSINE
$1950	$2250	$1900	$2750	$2100	$2750	$3150

All prices f. o. b. Syracuse



NO CAR bearing the Franklin name has ever before sold in such numbers as the Franklin of to-day.

April, 1922, was the biggest April that Franklin ever knew.

May broke all records, not only for May, but for any previous month in Franklin's twenty-year history.

On May 1st and June 19th, our two record sales-days, the Franklin was the choice of 480 owners of water-cooled cars.

June factory output was never higher than this year. And the pace continues without let-up.

There are two main reasons: the car is the finest we ever built, and its price has never been lower, except for four months in 1916.

FRANKLIN AUTOMOBILE COMPANY
SYRACUSE, N. Y.

The FRANKLIN SEDAN $2850

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The rug on the floor is Gold-Seal Art-Rug No. 516—a very popular blue design. In the 6 x 9 foot size the price is only $8.10.

GOLD SEAL CONGOLEUM GUARANTEE
SATISFACTION GUARANTEED OR YOUR MONEY BACK
REMOVE SEAL WITH DAMP CLOTH
COPYRIGHT 1921 AND 1920, CONGOLEUM COMPANY INC.

The easy-to-clean rug—

"Look, John. No more of that kind of hard work for me. Not while I can have easy-to-clean Congoleum Rugs on my floors."

The woman who does her own housework finds *Gold-Seal* Art-Rugs a real blessing. They save her so much time and labor. In place of hard, tiresome sweeping and beating, she whisks a damp mop over the firm, waterproof surface. In a twinkling her rug is spotlessly clean.

It lies perfectly flat on the floor without fastening of any kind—never "kicks up" at the edges.

You find in *Gold-Seal* Congoleum Rugs all the warmth of color and beauty of design formerly available only in the better grade of fabric rugs. They come in a wide range of most attractive patterns, appropriate for the various rooms of the house.

With all their beauty and their sanitary, durable and easy-to-clean features they are surprisingly low-priced.

6 x 9	feet	$ 8.10	1½ x 3	feet	$ .50
7½ x 9	feet	10.10	3 x 3	feet	1.00
9 x 9	feet	12.15	3 x 4½	feet	1.50
9 x 10½	feet	14.15	3 x 6	feet	2.00
9 x 12	feet	16.20			

The rugs illustrated are made only in the five large sizes. The small rugs are made in other designs to harmonize with them.

Owing to freight rates, prices in the South, west of the Mississippi and in Canada are higher than those quoted.

Gold Seal CONGOLEUM *Art-Rugs*

Look for this Gold Seal

Every genuine Congoleum Art-Rug is guaranteed by a Gold Seal similar to the one shown above. It is printed in green on a gold background, and is pasted on the face of every rug and on every two yards of the roll goods.

When you see this same Gold Seal in the dealer's window, it means that he sells the genuine, guaranteed material. Be sure to look for it!

CONGOLEUM COMPANY
INCORPORATED

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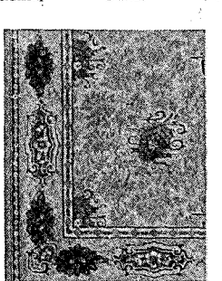

Gold-Seal Congoleum Art-Rug No. 396

Gold-Seal Congoleum Art-Rug No. 512

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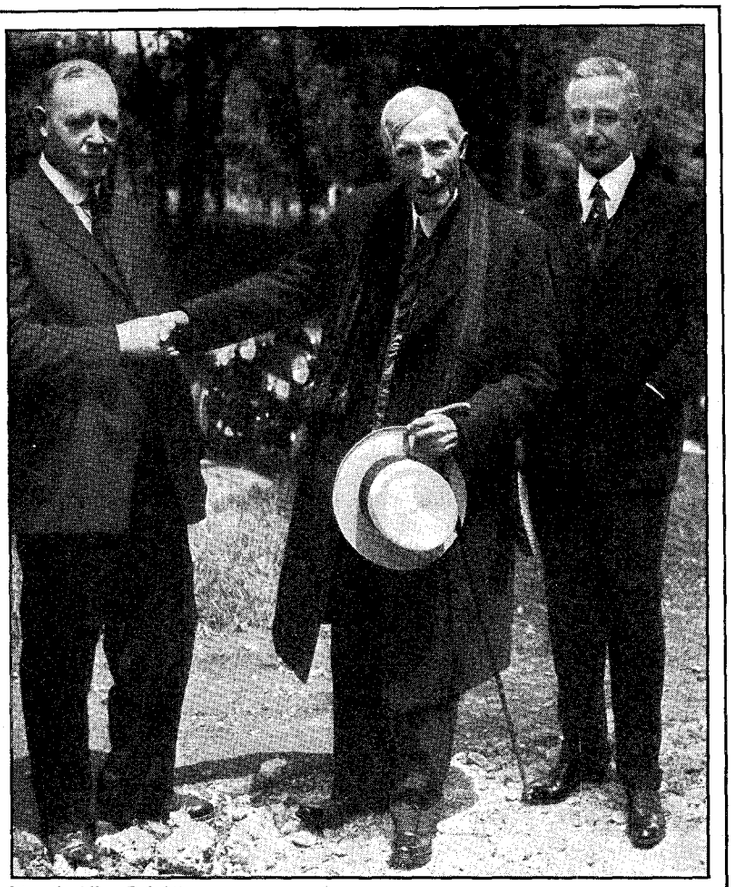
bottom of his heart and not from any notes that he had previously prepared. I know that I am running counter to all historical opinion, but I'll stake my memory against all of the accounts that have been written of the occasion. It was also reported that Mr. Everett read his speech. He didn't. He never once glanced down at the notes before him, but for two hours, straight on end, talked from memory. That was an achievement and has stuck in my mind because it was so unusual.

"Fear that the life of the President would be attempted was often in the minds of his friends. I once spoke to him about it, telling him to be more careful in his goings and comings. 'Cole,' he said to me, 'one man's life is as sweet to him as is another's, and no man would take mine without losing his.'

"That was all he would say about the danger of attack that we felt was ever prevalent. He was a wonderful man, the finest the country has ever had, and I am proud to be able to say I was his contemporary. You know, we were contemporaries. Lincoln was only about twelve years older than me. That isn't very much, is it?"

"You ask," Mr. Cole went on, "whether I think politics have changed for the better. No, decidedly not. Men to-day do not seem as greatly interested in national ideals. They spend vast sums to be elected. When I ran for Senator from the State of California, I didn't have a penny's worth of expense account to turn in." He recalled:

"Way back in '56 a handful of about twenty men organized the Republican Party on clean, straight-hewn principles. When a man was nominated for office, he was chosen because he could be trusted to take part in the dignified assemblage that met in both Houses of Congress. Congress was then made up of minds that had the characteristics of statesmen, not politicians. However, we must forget that this is still a very young nation, and that it is still going through its growing-pains. Sometimes I think that mentally it is younger than it was sixty and seventy years ago. Perhaps that was because we were so much nearer the traditions of Europe then. As years go on this country more and more is taking shape in a way that is distinctly American. Think of it, when I was in my early youth we were a country of three million; to-day we are more than one hundred and ten million. When I went from the borders of Missouri to the plains of California it took me three months to make the trip on horseback; to-day I come to New York in five days by train. By the way, tell me is the old Barnum & Bailey Museum still standing? No! Then I don't think I'll go to see your town."



International News Reel photo

LIVING UP TO HIS BARGAIN.

John D. Rockefeller told three newspaper photographers that they might take his picture if they would attend the morning service at his church. They attended, and received their reward. Mr. Rockefeller is shown shaking hands with the Rev. Homer Nelson, of the New Community Church at Tarrytown, and accompanied by his friend, Barron G. Collier, another pillar of the church.

However, Mr. Cole came to New York later, and was properly fêted. Some of his further views on politics run:

"Political changes include the woman vote. I am afraid I am a little old-fashioned about that, but not enough to worry over. Worry is the knife that cuts short the span of a man's life. There is no point in sharpening it at my age. Woman, I have always maintained, is a very useful and agreeable institution. Very. Yet I have always felt that the family was the lowest unit in the political system of the country. As in every other unit, a head is necessary. Whoever that head is, be it man or woman, should control the right of vote for the family. Old-fashioned, isn't it, for the ears of a young person? But it works out all right. My wife always felt that way, and there was nothing slow about her. As late as 1916, when she was 83, the State of California sent her as delegate-at-large to the Republican Convention. Nothing old-fashioned about that, was there?

"Here's something interesting. My young granddaughter was with her at the time. During the course of the session they were presented to Mr. Harding, who was in the hall. The young woman, true to type of the American girl of to-day, spoke up frankly to him and said what come into her mind. 'I hope, Mr. Harding,' she said, 'that at the next convention they'll put you up for President.' I bet you he's forgotten about that, but I'll remind him when I go down to Washington to see him.

"I believe this woman vote business will work out all right. Things always do. We really never are headed for perdition, no matter how numerous are the signs in that direction. They tell you to-day that this young woman movement is vicious. I don't think it is. There is nothing vicious about the clean expression of youth. I do not believe that my grandchildren think in any way different than I did when I was their age. Perhaps I didn't say as much as they do. That's nothing to my credit. It's not a bad thing to talk things out of your system. I like the young people of to-day. They are healthy-minded and healthy-bodied. If they go to extremes, they'll soon get over that. Youth always goes to extremes. Twenty years from now they'll be worrying about their younger generation.

"Taking the more serious questions of the day, I'd say the most important job and problem of the country is to get out of debt and to stay out of debt. That is the most important job of an individual as well. I'm afraid I didn't live up to this ideal very well. I certainly did get into debt more times than was comfortable. But I got out, too. That's the way life went in old frontier days. Nothing ventured, nothing gained. I've gained one hundred years of life and other things besides. It seems fair to suppose, then, that I was not entirely unventuresome."

"You know, it wouldn't be a bad idea to occasionally take an old-fashioned man's opinion of things he knows," suggested Mr. Cole. He explains by citing this instance:

"Not so long ago Sacramento held a fair commemorating the forty-niners. I suppose you people here read about it. Well, it certainly was funny, their idea of what forty-niners looked like. They had some of us fellows strutting about in plug hats. A plug hat in California in forty-nine! Do you know what they would have done to a man who wore one of those? They would have run him out of town or maybe built up a museum about him. What earthly use could a man have for a plug hat when life meant digging and prospecting every working hour of the day? A plug hat in a mine, or in a stream, or up a mountain! History as it is written by people who come afterward is very funny for those who haven't sense enough to die. I sometimes think that living is worth while if only to see the joke that historians play on posterity. What's so satis-

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factory about attaining an old age is that the appreciation of the joke is confined to a select few."

Mention of Alaska, and its fur trade, reminded him of his wife, his "pal" for many years, who "never wanted anything made of dead animals around her neck." She died two years ago, at the age of 87, he goes on, and—

"Maybe that's why I am a little interested in what Sir Conan Doyle has to say. I am not an out-and-out believer of what he says, but I'm interested. I am satisfied that the human mind and body are two distinct entities. When you sleep your body is unconscious as it ever will be, I think. But your mind goes on, thinking and creating. When you awake your dream is very real to you. Sometimes you don't know which is more real, your dream state or your waking state. So it seems to me. Well, then, when your body is dead it seems to me that it is quite thinkable that this mind which goes on when your body is unconscious will go on when your body no longer exists. What becomes of the soul is another question. I don't know. I am interested, but I don't know. I need not be unduly curious. I shall know in time.

"You ask whether I have any formula for longevity. No. Common sense. It was an old French doctor, wasn't it, who said that when a man reaches the age of forty he either is his own doctor or a fool? I have tried not to be a fool. Excesses and extremes I have avoided as the plague. I get up pretty early; I seldom eat too much; I drink for my health only and not for the purpose of tippling. By the way, I don't think this Prohibition law a very wise one. It smacks too much of paternalism. Close the saloon, yes; but don't deprive a man of his mug of ale or glass of wine. A government that goes to extremes is guilty of the same foolhardiness as an individual that goes to extremes. Overemphasis on rest is not an especially good thing. An old person should not rest. He should exercise his body. If you stay in one position too long your arteries and limbs harden. That may not be right from the medical point of view, but it strikes me right from the personal. You are penalized if you indulge a desire to continually relax.

"Don't worry! That perhaps is the most important rule to follow. Things always turn out better than you expect. Worry doesn't help. The thing to do is to choose the middle road, as I have said before. You don't run much chance then of running into a stone wall. Have faith in the laws of nature, always. Nothing else is more efficacious in the rejuvenating process of life. This business of transmission of glands doesn't appeal to me at all. If you don't outrage your physical and mental faculties they'll take care of themselves as long as you're alive. I may not have the agility and endurance I once had, but I still can take care of myself without any help."

One of our foremost newspaper humorists, the man responsible for the "Bowser" story that is syndicated all over the country, even tho he might be considered hardly in the same class with ex-Senator Cole, is also credited with some sentiments on how it feels to put a number of years behind. "M. Quad," as he signs himself, is eighty years old and he is still turning out his six columns of humor every week. In addition to retailing the humorous troubles of Mr. and Mrs. Bowser, he is responsible for the "Lime Kiln Club" philosophy, and the items on the West from *The Arizona Kicker*, with which his name has been identified for over half a century. His first humorous story, written in his early twenties, was entitled, "How It Feels to Be Blown Up." He wrote it in a hospital while he was recovering from the effects of a steamboat explosion; it was copied all over the world, and established his fame as a funny man.

The fun and philosophy which a man can get out of being on the last twenty years of his century are illustrated in M. Quad's weekly batch of humor. Speaking in a more personal way to a newspaper correspondent who found him on his front porch in Borough Park, Brooklyn, planning humorous situations for his characters, he is credited with observing:

"I'm so lame with rheumatism that I couldn't kick if I wanted to, so I just work and play and let the old world wag on. In the morning I dictate my sketches and make life miserable for my stenographer, and the rest of the day is mine to sit around and plan new stunts for old Bowser. It is the fault of my readers, God bless them, that I have continued to write of the Bowser family for so many years. Just the moment I turned to something else, they have insisted on the old grind again, and so I have had the old fellow make a fool of himself once a week for almost fifty years. It has been the same with The Lime Kiln Club, and my morning mail usually includes a letter from some one in the South asking what it costs to join the organization, and to give full particulars about the size and disposition of the lodge goat.

"Yes, I'm old and lame and can't even go to the movies, but I figure that if I get cornbeef and cabbage occasionally and the 'skeeters don't bother me at night I am having just as much fun as the other fellow, with no worry about starched shirt-fronts and the proper evening tie. As the late lamented Bill Shakespeare would probably take his goose-quill in hand and size up the situation:

"My eyes are dim, my back is lame;
Somehow my gait is not the same.
But life is full of just such woe,
And he who kicks will stub his toe."

John D. Rockefeller, who is generally conceded to be reaching a ripe old age, even tho, with M. Quad, he might be considered one of the younger generation by comparison with a man of ex-Senator Cole's years, recently celebrated his eighty-third birthday by a good-humored joke. He forced three newspaper photographers to attend a Sunday morning church service. They were rewarded for their possibly unusual Sunday morning's occupation, however, by obtaining some dozens of pictures of the world's richest, and most camera-shy, man. The photographers went out expecting little, but, as the New York *Times* tells their story:

They came back with their magazines crammed with negatives showing John D. Rockefeller, octogenarian, plus oil king, country squire, churchgoer, in a variety of poses, assumed especially for them, assumed docilely and genially, one after another, at their direction. Mr. Rockefeller posed alone and he posed with the rector of the church, the Rev. Dr. J. Homer Nelson, and with Barron G. Collier, New York advertising man, whose Pocantico Hills estate is near Mr. Rockefeller's, and who, like Rockefeller, was a leading spirit in founding the New Community Church.

Yes, back came the photographers with a collection of excellent photographs, with the picturesque little church as their background. But they paid, and this was the manner of their paying:

Their apparatuses unslung and all ready for instant action, the three mobilized at the tonneau door when Mr. Rockefeller stept from his car a little after ten o'clock in the morning.

"Now, Mr. Rockefeller," said they in chorus, wheedling, "just one picture, please?"

The seamed, deeply lined face was more creased than ever as the subject of their attentions smiled and beamed, little crinkly lines puckering out from those blue eyes that can be so hard on occasion and that were so genial just then. A thin hand was waved in a gesture that conveyed at once entreaty, warning and command and the hopeful expressions on three eager faces faded away, only to revive as a gentle voice said:

"Not now, boys. Wait until after church. But do come in and attend the services."

So the three of them sat through the service, and received their reward. One of them, a very young man representing the New York *World*, was particularly affected by Mr. Rockefeller's friendliness. He had not expected to get a picture, in fact he was rather roughly brushed out of the way when he attempted to use his camera before the service. However, he got his photographs, and, he records, a few friendly words from Mr. Rockefeller as well. According to the *World's* story:

As Mr. Rockefeller neared the photographer, he held out his hand and gript the young man's.

"That was a fine sermon, wasn't it?" he said heartily. "Did you like the church? It isn't all finished yet, but every one is doing his part to make it beautiful."

The young man's hand tingled with the surprizing strength and warmth of that handclasp. The eyes that looked into his were unforgetable—keen and penetrating beyond all others he had ever seen.

"May I take some more photographs at some other time, Mr. Rockefeller?" he asked.

"Certainly," was the reply. "I know that you boys are all trying to do things right, and I'm glad you didn't try to take the picture without my permission, but asked for it straight out. Yes, I'll give you my word—and when I give my word, it's my word!"

He smiled good-by and walked off to his car with vigorous step. The young man watched in amazement.

"And they told me he was unapproachable!" he gasped.

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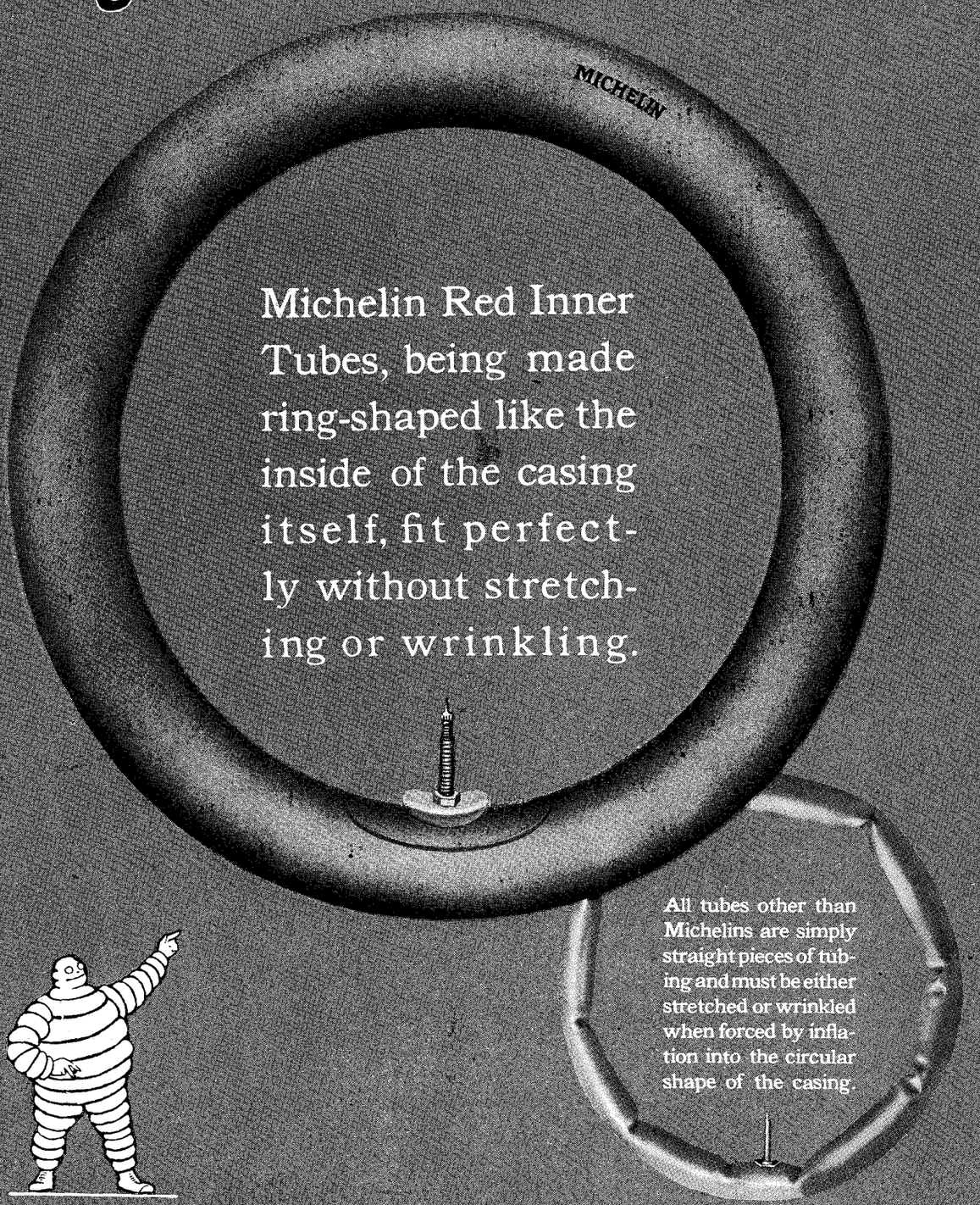
MICHELIN

ring-shaped tubes fit perfectly



Michelin Red Inner Tubes, being made ring-shaped like the inside of the casing itself, fit perfectly without stretching or wrinkling.

All tubes other than Michelins are simply straight pieces of tubing and must be either stretched or wrinkled when forced by inflation into the circular shape of the casing.

MICHELIN TIRE COMPANY, MILLTOWN, N. J.

Other factories: Clermont-Ferrand, France; London, England; Turin, Italy

Dealers in all parts of the world

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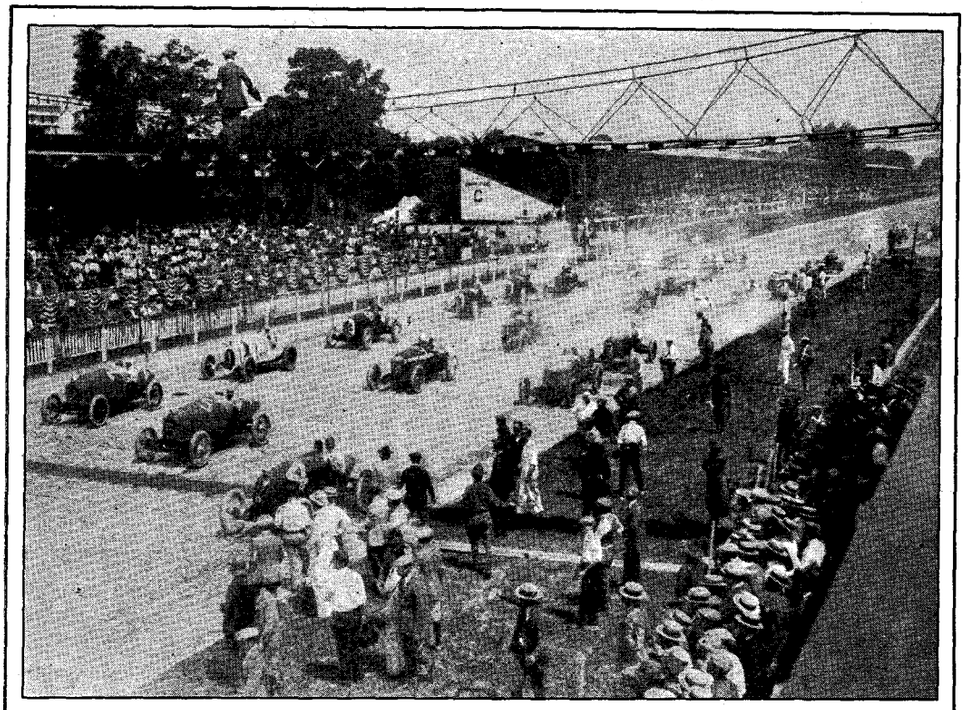
THE "WORLD'S GREATEST" IN MOTOR SPEED SPORTS

A SMALL, NERVY YOUNG MAN in a whizzing automobile, pursued by equally nervy—if generally larger—men in other cars, entertained a crowd of 140,000 persons at Indianapolis, not long since, by winning the 500-mile sweepstakes, the biggest thing in motor racing events now being run anywhere in the world. Jimmy Murphy, the winner, averaged 94.48 miles an hour for the whole 500 miles, breaking the world's record for the distance by a very considerable margin. He received some $35,000 for his feat. It was a great sporting event, and more than a sporting event, says W. D. Edenburn, who reported the race for *The Dearborn Independent;* for while the average American attended the race to see the monster spectacle, "the world's greatest in motor-car speed sports," the various manufacturers of cars were there for other purposes. Altho the average speed fan may not have known it, "the race was a proving ground for automobile engineering, and the men who design and improve the cars driven all over the country were studying the results of the speed test."



THE SPEED-MACHINES GETTING UNDER WAY.

The 500-mile auto race at Indianapolis, in which Jimmy Murphy this year broke all speed records, is not only the "classic of the auto-racing season" but also "a crucible for testing motor-car designs." Spectators numerous enough to people several good-sized cities saw the race.

First, as to the sporting side of the race:

Murphy's drive was unique in that he was able to jump the average almost five miles an hour on a brick course, comparatively flat, which was designed for a maximum of 85 miles an hour, a matter of twelve years ago. The Los Angeles lad was out to beat Ralph de Palma's record average of 89.84 made in 1915 and he topped it by exactly 4.64 miles an hour.

Harry Hartz, another Los Angeles youth, crowded Murphy all the way, finishing second at an average of 93.53 miles an hour. It was the first time in the history of the annual classics that the cars showing the fastest speeds in the eliminations were able to withstand a grueling pace and finish in the order they qualified. Murphy averaged 100.50 in the trials and Hartz 99.99 in his trial.

The only foreign car to figure in the money was the French Ballot, driven by Eddie Hearne. In the last four races Ernest Ballot has made every effort to win. This year his cars were not so fast as the American productions, but if Jules Goux had not met with misfortune early in the race without a doubt he would have had third or fourth position, if not second place won for Ernest Ballot.

Ralph de Palma, for the first time in three years, did not have the fastest car in the race. He held on to front row position at the start but was not among the first ten at the half-way mark. It was unusual for De Palma to be so far behind as twelfth at 250 miles. For three years he has led at this point. De Palma, like many others, did not believe that the leaders could keep their cars running at a pace better than 95 miles an hour and planned to save his Duesenberg in the first half, driving very conservatively. In the last half he pushed his car and climbed from twelfth to fourth, but was not equal to catching the flying Murphy, Hartz and Hearne. The first four drivers drove the entire 500 miles.

This race taught the engineering fraternity one thing, if nothing more, says Mr. Edenburn:

That was that they had concentrated on engine faults and neglected the chasses. Of the twelve cars to go out of the race eight were eliminated through chassis defects. Six were rear axle defects, the "freezing" of differentials and the breaking of axle shafts. One was a broken frame, while another threw a front wheel, breaking the front axle spindle. The other four were minor engine defects, two being valves, another of broken gas line, and one, general engine trouble.

Three cars finishing the race had steering arms break, luckily all on the right of left-drive cars, so that the right wheel would caster and the driver could manage the car with the left wheel still connected to the steering. Joe Thomas's car, which finished tenth, had this misfortune early in the race. Ralph de Palma had a double arm and only one broke, so he was not forced to stop. I. P. Fetterman, driving his car into seventh place, tooled it around the last ten laps with the tie rod and the steering dragging. He had good control on the stretches and eased up on the turns. This again proves that the metallurgists must give more attention to the chassis metals, especially those that get the full force of vibrations.

In the last few years the main trouble has been the engines, principally lubrication, which results in almost every instance in the melting of connecting rod bearings and the breaking of connecting rods. In not a single instance of elimination was a connecting rod or lubrication at fault.

The chasses are not standing up for the reason that the engine speeds are much greater and the amount of power applied greater in proportion, due to the lightening up of the chasses for the smaller engines.

The Indianapolis race has done much to refine the mechanism of the motor car. This two and one-half mile brick track has always been the world's most difficult course to drive. It is rectangular, with four turns and four stretches. The turns are only slightly banked, making it almost impossible to drive a car wide open. The twelve years' "weathering" has made the track rough. To the eye it is smooth, but at 100 miles an hour it is far from smooth. This results in heavy strains on metal parts, as the constant vibration results in crystallization.

Indirectly, the automobile engineer has been able to use the track to test the metals of his individual car, by observing results of the races. Speed and its attendant crystallization try the metals and prove the durability of steels and alloys.

In wire wheels the weight of a car is carried in suspension, while in the wood wheels the weight of the car is carried on a column under compression. After two 500-mile races the wire wheel began to appear in these events. It proved its worth in the reduction of tire wear and for several years no

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Your Holiday

Make it a day of rest

EVERY SEASON the crankshaft of the average car makes twenty million revolutions—sending pistons up and down. Twenty million friction risks! Twenty million calls for scientific lubrication!

Is it a wonder, then, that trouble follows the careless request "Give me a quart of oil?" Is it a wonder, then, that thoughtless lubrication turns many a promising holiday into a work day?

If you want your car to give you a real holiday, it is only fair that you should supply it with real lubrication.

Then:—

You leave trouble behind you instead of carrying it with you under the hood.

You explore for pleasure instead of for engine knocks.

You face a cool day's pleasure—instead of a hot engine's troubles.

You gather flowers instead of extra repair bills.

This greater protection and economy will be *yours* the day you begin to use the correct grade of Gargoyle Mobiloil.

Not a gasoline by-product

In refining all petroleum crude oils give off gasoline. Most lubricating oils are simply by-products secured through manufacturing gasoline. In such cases the crude oil is chosen for great *gasoline* yield.

When you buy lubricating oil remember that 9 out of 10 oils offered you are simply these gasoline by-products.

The Vacuum Oil Company specializes in *lubrication*. It selects crude oils primarily for their *lubricating* qualities. These oils are refined to *bring out* that lubricating value. The *gasoline* in this case is the by-product.

Make the Chart your guide. If your car is not listed in the partial Chart shown here, ask your dealer for our booklet "Correct Lubrication"—or write us for a copy. This booklet contains the complete Chart, which specifies the correct oil for every make and model.

Warning:

Don't be misled by some similar sounding name. Look on the container for the correct name *Mobiloil* (not Mobile) and for the red Gargoyle.

Don't believe false statements that some other oil is identical with Gargoyle Mobiloil. Gargoyle Mobiloil is made only by the Vacuum Oil Company, in its own refineries, and is never sold under any other name.

GARGOYLE

Mobiloil

Make the chart your guide

Domestic Branches: New York (*Main Office*) Boston Chicago Philadelphia Detroit Pittsburgh Indianapolis Minneapolis Buffalo Des Moines Dallas Kansas City, Kan.

Chart of Recommendations

(Abbreviated Edition)

THE correct grades of Gargoyle Mobiloil for engine lubrication of both passenger and commercial cars are specified in the Chart below.

How to Read the Chart:
A means Gargoyle Mobiloil "A"
B means Gargoyle Mobiloil "B"
BB means Gargoyle Mobiloil "BB"
E means Gargoyle Mobiloil "E"
Arc means Gargoyle Mobiloil Arctic

Where different grades are recommended for summer and winter use, the winter recommendation should be followed during the entire period when freezing temperatures may be experienced.

This Chart of Recommendations is compiled by the Vacuum Oil Company's Board of Automotive Engineers, and represents our professional advice on correct automobile lubrication.

NAMES OF AUTOMOBILES AND MOTOR TRUCKS	1922 Summer	1922 Winter	1921 Summer	1921 Winter	1920 Summer	1920 Winter	1919 Summer	1919 Winter	1918 Summer	1918 Winter
Allen	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Apperson (8 cyl.)	A	A	A	A	A	A	A	A	A	A
" All Other Models									A	A
Auburn (6 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (6-39-B) (Texto-H. Eng.)									A	Arc.
Bour Davis	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Briscoe		A	Arc.	A	Arc.	A	Arc.	A	Arc.	A
Buick	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cadillac	A	A	A	A	A	A	A	A	A	A
Case	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chalmers	A	A	A	A	A	A	A	A	A	A
Chandler Six	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chevrolet (8 cyl.)							A	A	A	A
" (Model 490, G. & Lt. Del.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" All Other Models	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Cleveland	A	Arc.	A	Arc.	A	Arc.				
Concord	A	A	A	A	A	A	A	Arc.	A	Arc.
Corbett (5 ton)	A	A	A	A	A	A	A	Arc.	Arc.	Arc.
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Crow-Elkhart	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Cunningham	A	A	A	A	A	A	A	A	A	A
Daniels	A	A	A	A	A	A	A	A	A	A
Dodge Brothers	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Durant Four	Arc.	Arc.								
Earl	A	Arc.								
Elcar (4 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (6 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Essex	A	Arc.	A	Arc.	A	Arc.	A	Arc.		
Ford	E	E	E	E	E	E	E	E	E	E
Franklin	BB	BB	A	A	A	A	A	A	A	A
Fulton	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Grant (6 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (Com'l) (Model 12)							A	Arc.		
" All Other Models		Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.		
Hahn (Model FE)	A	A	A	A						
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Haynes (6 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	A	A	Arc.
" (12 cyl.)			A	A	A	A	A	A	A	A
Holmes	A	A	A	A	B	A				
Hudson Super Six	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Hupmobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Jackson (4 cyl.)		A	Arc.	Arc.	Arc.	Arc.				
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.			A	A
Kissel Kar (12 cyl.)									A	A
" All Other Models	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Kline Kar	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
La Fayette (Indianapolis)	A	A	A	A	A	A				
Lexington	A	A	A	A						
" (Cont. Eng.)		Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Liberty	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lincoln	A	A	A	A						
L. M. C.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.		
Locomobile	A	E	A	E	A	E	A	E	A	E
McLaughlin (Can.) (Buick)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A
Marmon	A	A	A	A	A	A	A	A	A	A
Maxwell	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Com'l)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mercer	A	A	A	A	A	A	A	A	A	A
Mitchell	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Monitor	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Moon	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Nash	Arc.	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
" (Model 671)									A	A
" (Com'l) (Quad)	A	A	A	A	A	A	A	A	A	A
" " (1 & 2 ton)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
National (6 cyl.)	A	A	A	A	A	A	Arc.	Arc.	Arc.	Arc.
" (12 cyl.)							A	A	A	A
Oldsmobile (6 & 8 cyl.)	A	A	A	A	A	A	A	A	A	A
" All Other Models	A	Arc.	A	Arc.	A	Arc.	A	Arc.		
Overland	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Owen Magnetic (Mod. M25)									Arc.	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A
Packard	A	A	A	A	A	A	A	A	A	A
Peerless (8 cyl.)	A	A	A	A	A	A	A	A	A	A
" All Other Models									Arc.	Arc.
Pierce-Arrow	A	A	A	A	A	A	A	A	A	A
" " (Com'l) (5 ton)	A	A	A	A	A	A	A	A	Arc.	Arc.
" " " All Other Models	A	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	A	A	A	A	A	A	A	A	A
R & V Knight	BB	A	B	A	B	A				
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Roamer (Model 4-75)	A	A	A	A						
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.		
Rolls Royce	B	A	B	A						
Rowe	A	A	A	A	A	A	A	A	A	A
Saxon (Mod. 125G)	Arc.	Arc.	Arc.	Arc.						
" All Other Models			A	Arc.	A	Arc.	E	E	E	E
Sayers-Six	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Simplex Crane									A	A
Standard Eight			A	A	A	A	A	A	A	A
Stearns-Knight	B	A	B	A	B	A	B	A	B	A
Stephens	A	A	A	A	A	A			A	A
Stoughton (¾ & 1 ton)	A	Arc.	A	Arc.						
" (1½ ton)	A	Arc.	A	Arc.	A	Arc.				
" All Other Models	A	A	A	A	A	A				
Studebaker	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Stutz	A	A	A	A	A	A	A	A	A	A
Templar	A	A	A	A	A	A	A	A	A	A
United (3½, 3½ & 5 & 6 ton)	A	A	A	A	A	A	A	A	A	A
" All Other Models	A	A	A	A	A	A	A	Arc.	A	Arc.
U. S. (Ohio) (1½ ton)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.				
" (5-6 ton)	A	A	A	A	A	A	A	Arc.	A	Arc.
" " All Other Models	A	A	A	A	A	A	Arc.	Arc.	Arc.	Arc.
White (Mods. 15-45 & 20-45)	A	A								
" (16 valve)							A	A	A	A
" (3 & 5 ton)	A	A	A	A	A	A	A	A		
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Wills Sainte Claire	A	A	A	A						
Willys-Knight	B	A	B	A	B	A	B	A	B	A
Worthington Six	A	Arc.	A	Arc.	A	Arc.				
" (Com'l) (3½ ton)	A	Arc.	A	Arc.						
" All Other Models	A	A	A	A	A	A	A	A	A	A
Winther-Marvin (1½ ton)	A	A	A	A	A	A	Arc.	Arc.		
" All Other Models	A	A	A	A	A	A	A	A		
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.

Makes of Engines

(recommendations shown separately for convenience)

Anasted	A	A	A	A						
Buda (Models OU, QU, TU)	A	A	A	A	A	A	A	A	A	Arc.
" (Models RU, WU)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A
Continental (Model B5)	A	A								
" (Model B2)	A	A	A	A	A	A	A	A		
" (Model T)									Arc.	Arc.
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Falls	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
G. B. & S. (Model AA)	A	A	A	A	A	A	A	A		
" All Other Models	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Hercules	A	A	A	A	A	A	A	A	A	A
Herschell-Spillman (Models JU, S, V & VA)							A	A	A	A
" All Other Models	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hinkley	A	A	A	A	A	A	A	A		
Lycoming	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Midwest (Model 40B)	A	A	A	A	A	A				
" (Model 40D)	A	Arc.								
" All Other Models	A	A	A	A						
Northway	A	A	A	A	A	A	A	A	A	A
Rochester (Duesenberg)	A	A	A	A	A	A				
" All Other Models	A	A	A	A	A	A				
Waukesha (Models CU, DU, EU & FU)	A	A	A	A	A	A	A	A		
" All Other Models	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Weidely	A	A	A	A	A	A	A	A	A	A
Wisconsin (Mod. Q & QU)		A					A	Arc.	A	Arc.
" All Other Models	A	A	A	A	A	A	A	A	A	A

Transmission and Differential:
For their correct lubrication, use Gargoyle Mobiloil "C," "CC" or Mobilubricant as recommended by complete Chart available at all dealers.

VACUUM OIL COMPANY

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For Your CHILDREN'S HEALTH You need *plenty* of *Running Water*—

Install This Private Pumping Station Now

Running water is as important as fresh milk and good air to your children's health. Frequent bathing is made easy. The conveniences of a bathroom; of a sink; of sanitary tubs; of running water in the garage are available. The grounds can be kept beautiful. Everything is made more healthful. Think of the comfort of a modern sink with running water under pressure.

Why be without this great benefit? It is easy to have and inexpensive. Install this famous home pumping station.

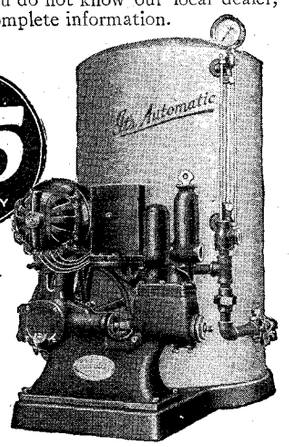
It's Automatic

FAIRBANKS-MORSE HOME WATER PLANT

Operates from any electric light socket or home lighting plant circuit. Pumps water from cistern, shallow well, spring or lake, *UNDER PRESSURE.* Noiseless and AUTOMATIC. Has galvanized steel tank to prevent rust.

Now selling at a low price. Costs only a few cents a week to operate. Do not accept a substitute. If you do not know our local dealer, write us for complete information.

NOW $125 F.O.B. FACTORY



This is the only water plant having the famous Fairbanks-Morse pump. Capacity 200 gallons per hour

FAIRBANKS, MORSE & CO.
Manufacturers Chicago
The Canadian Fairbanks-Morse Co., Ltd., Montreal
35

PERSONAL GLIMPSES
Continued

driver has attempted to use the wood wheels. The wire and other metal wheels also aid in radiating the heat of the tire, generated by friction, and contributing to longer life in competition, through this radiation. Wood is a non-conductor and the heat, generated with the wood wheel and demountable rim, can only be radiated by the steel rim, while with wire or metal wheel the radiating surface is multiplied many times.

The first American cars used light wire wheels for stock production, but soon the manufacturers turned to the artillery type of wood wheel, because it was much more substantial. When wire wheels gained popularity in races, they became popular for stock cars also. The same holds good for the steel wheel.

When racing was young the majority of the cars had chain drive and in the early events on the Indianapolis course they still predominated. Soon after the brick track became the crucible of the industry the makers learned that the shaft drive was the most efficient and to-day chain drive is limited to heavy-duty trucks.

The steels and alloys used in the race cars had much to do with developing the alloy steels, such as vanadium and molybdenum used in stock production to-day, which makes it possible to increase the economy of car operation and tire consumption by lighter construction without sacrificing the strength of the car. This is particularly true of the steering knuckles and other steering mechanisms. A decade ago they were massive drop forgings, while to-day they are finger size and possess more strength than the massive units of yesteryear.

The race car has had its effect on body design. The drivers learned that by smoothing out the angles and giving the car a continuous smooth surface from radiator to tail, it increased their speeds. In racing body design a pointed tail is used at the rear to conceal the oil and gasoline tanks, but in stock cars this is not necessary, altho the angles and sharp corners have almost universally been done away with.

But it is in connection with engine design that the racing at Indianapolis has had the largest and most lasting influence, says the writer. Beginning with the first two 500-mile races—

The engine was limited to the 600-cubic-inches-or-under class. This means that the cubic content of the cylinders totaled not more than 600 inches. In those days (1911 and 1912) the engines were almost square, which is to say that the bore equaled the stroke and the average engine never "turned over" more than 2,000 revolutions a minute. The 75-mile-an-hour car was the speediest of this era and its gasoline consumption was many times that of the car that the owner handles in this day and age.

The owners of the speedway, at the suggestion of its president, Carl G. Fisher, announced, after the 1912 race, that the next year the maximum engine size would be 450 cubic inches. This was the beginning of the reduction of the bore of the engine and the longer stroke, that the power might not be sacrificed. After two years of 450-cubic-inch engines the 1915 race saw the size reduced to 300 cubic inches. When the announcement was made in late 1914 the calamity howlers maintained that the race was ruined, from a speed standpoint, and that there would be a dearth of cars, due to the lack of 300-inch engines.

THE WINNING SMILE.

Last year Jimmy Murphy, in an American car, won the famous French *Grand Prix* against the best cars that Europe could produce. This year he won the Indianapolis classic against European and American competitors.

The Daimler factory in Germany built 300-inch engines for the 1914 French Grand Prix and made a sweep in winning this famous road race. It sent one of its cars to America and Ralph de Palma triumphed over the French Peugeot, of Dario Resta, winning the 1915 event with the record average of 89.84 miles an hour. This performance had a lasting influence on American design, particularly when this country later faced a fuel shortage, due to the war.

Beginning with 1920 the race was cut to 183 cubic inches and the tenth race was the last for this class, as next year cars of not more than 122 cubic inches will be eligible. In ten races the engine size has been reduced to one-fifth of the power plant limitation in the initial event.

In the 1919 event Ernest Ballot, a French engine builder, constructed his first cars and sent them to America for the race. They were eight-cylinder engines with the cylinders in line, instead of the V-type then popular in this country. It meant that the crankshaft must be very long and still light enough not to reduce the engine power. This construction permitted turning the engines to 3,800 and 4,000 revolutions a minute, also an increase in power.

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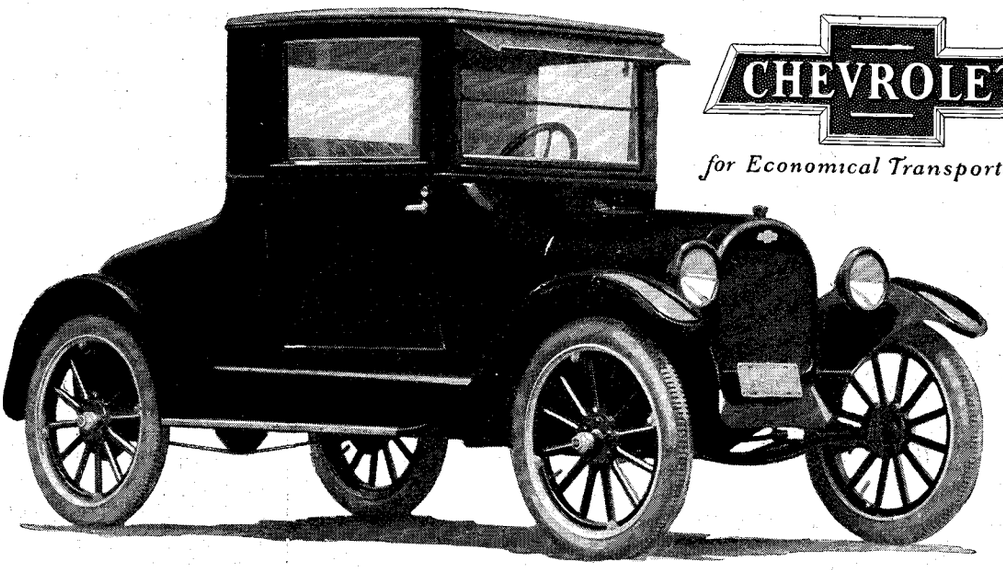


CHEVROLET

for Economical Transportation

Built for Better Salesmen

Chevrolet Utility Coupé

$720

f. o. b. Flint, Michigan

Price subject to change without advance notice

Business houses are coming to realize that their salesmen should have automotive equipment on a par with the reputation of the house. The old idea of buying strictly on a price basis is being discarded and selling staff equipment is now bought with an eye to its own effect on sales.

CHEVROLET UTILITY COUPÉ is offered as the most efficient automobile for the purpose on the market.

It is also suitable for professional and business men.

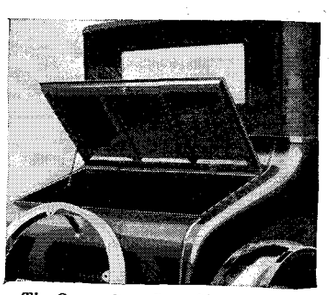
It has a high-grade, single seat Fisher Body with black finish, gray whipcord upholstery, plate glass windows, ventilating windshields, and extra wide doors.

The chassis is the famous New Superior Model Chevrolet, strong, powerful, dependable, economical.

Full modern equipment, including cord tires and legal headlight lenses.

The rear compartment contains more than 14 cu. ft. It will hold a 36-inch steamer trunk and still have ample space for merchandise, advertising matter, etc.

We urge every salesman, purchasing agent, sales manager and professional man to call at any Chevrolet showroom and inspect this car, or phone dealer for a demonstration.



The Commodious Rear Compartment

CHEVROLET MOTOR COMPANY

DIVISION OF GENERAL MOTORS CORPORATION, DETROIT, MICHIGAN

World's largest manufacturer of Standard, *Fully Equipped* Automobiles

There are 5000 Chevrolet Dealers and Service Stations throughout the world

Applications will be considered from high-grade dealers in territory not adequately covered

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1. You're off! No delay. A rich, busy lather — instantly.

2. Done! And notice how fine your face feels after using Williams'!

Lather-Life

Lather lives and works only while it holds its moisture. When it's dry it's "dead."

Lather-life is important. Lather that stands up thick and heavy, that holds its moisture, softens beards quickest and easiest. Such lather cannot help but make the smoothest path for your razor.

Williams' Shaving Cream is made in such a way that its lather always holds thick, lush and creamy every shave. Williams' is *lather*—not *foam*. Lather, not fleeting bubbles that look good for a moment and then freeze dry on your face.

Men with tender skins swear by Williams'. Williams' lather not only softens the beard, but it leaves the skin smooth and glove-like whether you use cold water or hot, hard water or soft, or whether you shave under speed or take your time about it.

Williams' Shaving Cream is pure enough to eat. It contains no artificial coloring matter.

Enough for Ten Days FREE

Send for a trial size tube. It will convince you of a new luxury in Shaving Cream. The coupon is for your convenience.

Williams'

Shaving Cream

TRIAL SIZE FREE

The J. B. Williams' Co., Glastonbury, Conn.
Department 87

I want to see for myself what you mean by a new luxury in shaving cream. Send me your trial size tube.

Name.....

Address.....

PERSONAL GLIMPSES
Continued

The next year Ballot duplicated the type for the Indianapolis race in the 183 class and Fred Dusenberg adopted the same design for his fleet of racing cars. This means that the bore of the cylinder must be approximately two and one-half inches and the stroke four and five-eighths inches. The stroke in the running of ten races has been increased to almost twice the size of the bore, the engine is more economical in fuel consumption, while the horse-power has been increased, with the engines weighing one-third of what they did in 1911.

In the cooling of the engine the racing events have taught the engineers many things, which are reflected in ordinary stock cars the owner can purchase. In lubrication it has been learned that pressure feeding is the most effective and the majority of the engines in the race had pressure feed to all bearings with oil forced through leads drilled into the crankshaft. Almost every engine had what is known as a "dry crankcase." In other words, the oil from the bearings was not pumped back from the case direct to the bearings, but was pumped through a filtering device to a reservoir tank and then to the bearings. This aided in cooling the oil and preserved its viscosity, also in taking out impurities which might injure the bearing surfaces. This is not necessary in the stock car to-day, but may be looked for in the future, when the fuel question necessitates the further reduction of piston displacements and the increasing of the engine speeds, to obtain sufficient power.

The 122-cubic-inch class, or two liters, as it is designated in Europe, is the requirement for the French Grand Prix in July, and will be the order at Indianapolis next year. This will mean that a four-cylinder engine will have a theoretical bore of three inches and a stroke of four and one-quarter, a six-cylinder would be two and five-sixteenths by four and three-quarters inches, while the eight would have such a small bore that it is not thought the engineers will attempt to continue the eight.

Jules Goux, who drove a Ballot in the race, in discussing the smaller engine, stated that the European manufacturers were planning to run the engine speeds up to 5,000 and 5,500 revolutions a minute. Thus the speed of the engine in a little more than a decade will have been increased two and a half times, while the engine size has been reduced to one-fifth, the same horse-power having been maintained in the average engine.

Another improvement and one of the greatest services the racing event has rendered to the car-owner is the improvement in tires. When racing started on the bricks at Indianapolis the cord tire was constructed only in England, where Palmer was perfecting his manufacturing processes.

The tires were made of fabric and the treads were heavy. Back in 1913 the cord tire, with its increased mileage, made its appearance at Indianapolis and while it was not perfect it so far surpassed the fabric types that the drivers swung over to the cords almost immediately. The tire makers by testing their products on the bricks at Indianapolis, and on the board speedways, were able to produce rubber which would stand the terrific strains of racing and give the car owner the benefit of these discoveries.

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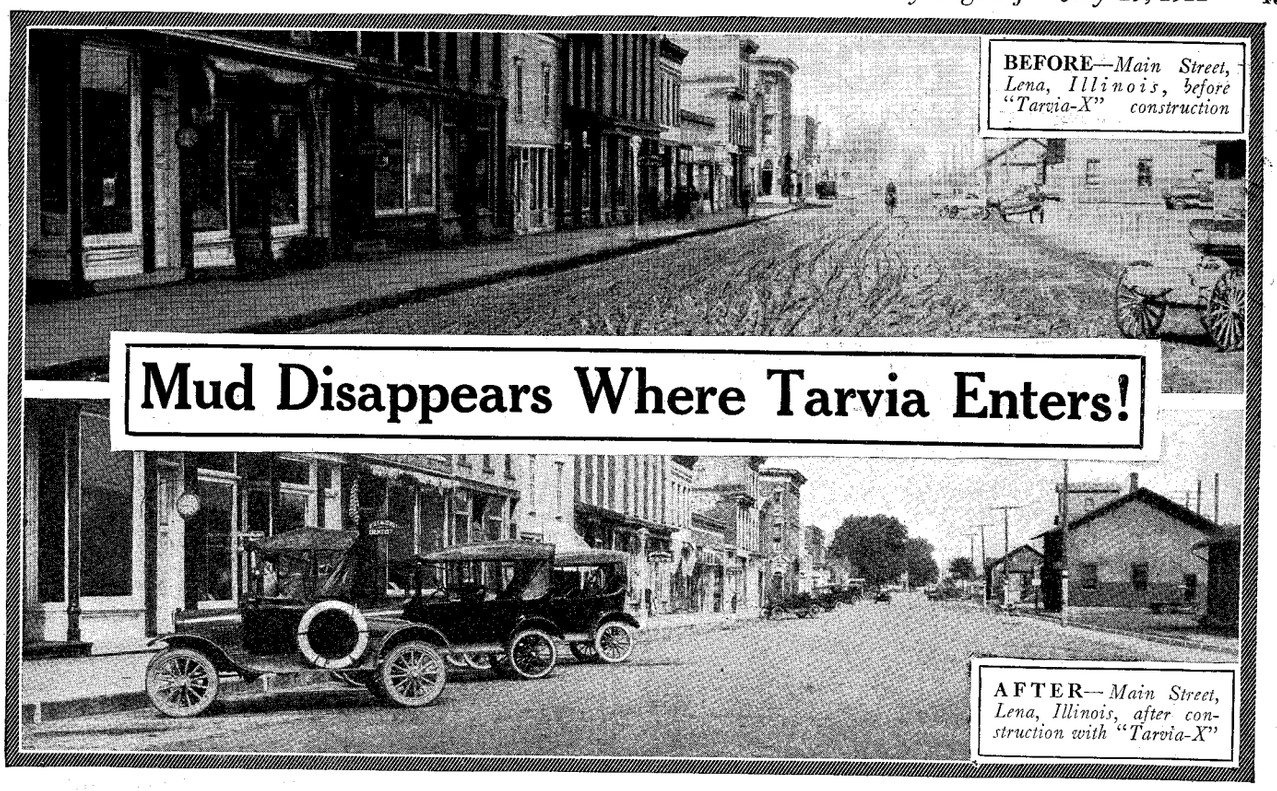

BEFORE—Main Street, Lena, Illinois, before "Tarvia-X" construction
AFTER—Main Street, Lena, Illinois, after construction with "Tarvia-X"

Mud Disappears Where Tarvia Enters!

THIS is an era of progress. And progress follows the line of least resistance. It can never reach the community that is marooned for weeks at a time in an ocean of hub-deep mud.

Today the entire nation is aware of these facts—is alive to the need for better roads. From farm and town alike, comes the demand for durable, economical, all-year highways. The Age of Mud is giving way to the Age of Tarvia. For in the building of good roads Tarvia is playing a leading part.

Road officials and taxpayers know from experience that Tarvia roads give the most for the least money. Economy of first cost, and economy of maintenance bring smooth, dustless, mudless, all-year Tarvia roads within the financial reach of even the most humble community.

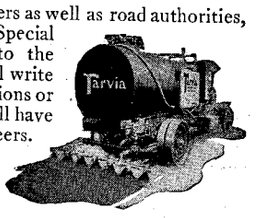
Tarvia is a coal-tar preparation for use in building new roads and repairing old ones. It reinforces the road surface and makes it not only mudless and dustless but waterproof, frost-proof and automobile-proof. Where existing macadam or gravel can be used as a base the cost of a traffic-proof Tarvia top is extremely low.

Illustrated booklets showing pictures of Tarvia roads in various sections of the country and describing the different methods of applying Tarvia, will gladly be sent free on request to our nearest branch.

Tarvia
For Road Construction Repair and Maintenance

Special Service Department

In order to bring the facts before taxpayers as well as road authorities, The Barrett Company has organized a Special Service Department which keeps up to the minute on all road problems. If you will write to the nearest office regarding road conditions or problems in your vicinity, the matter will have the prompt attention of experienced engineers. This service is free for the asking. If you want *better roads* and *lower taxes*, this department can greatly assist you.



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Detroit New Orleans Birmingham Kansas City
Peoria Atlanta Duluth Milwaukee
Youngstown Toledo Columbus Richmond
Baltimore Omaha Jacksonville Houston

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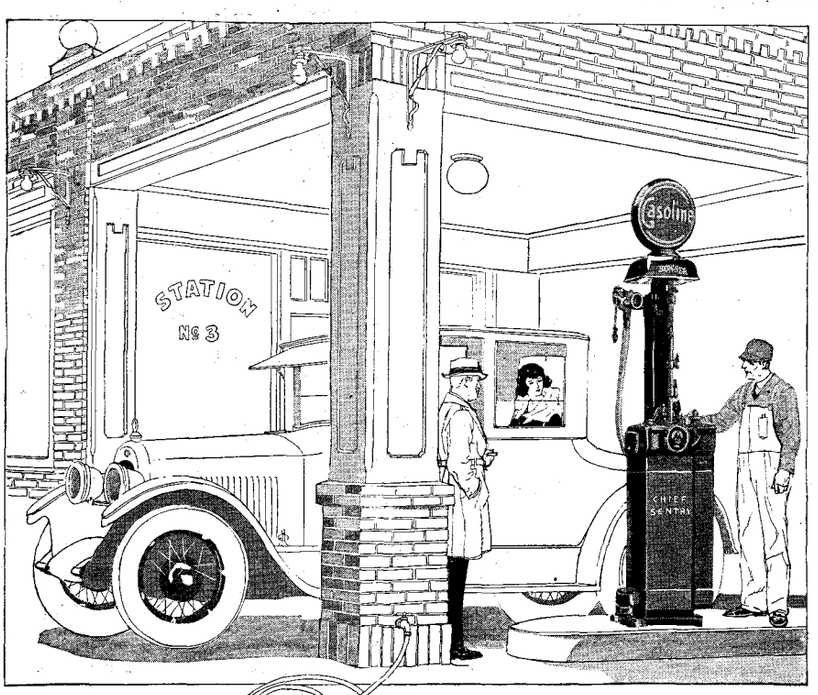
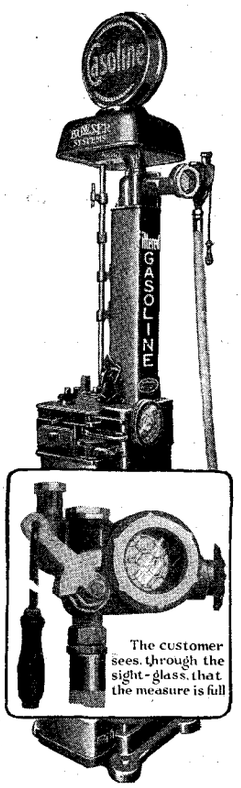


He Believes In Signs

"Jack, why do you always look for a Bowser when you need gasoline?"
"Because I always get full measure and quick service from a Bowser Pump. And the Bowser water separator gives me pure, dry gasoline, which means more power and less carbon trouble."
"Oh, I'll tell Dad to always look for a Bowser."



The customer sees through the sight-glass that the measure is full

IN the new Bowser Chief Sentry Pump the sight glass shows the customer that the measure is full. The Bowser measures with mechanical precision. A tally bell counts each gallon when completely delivered. Operated by hand or power this service is unusually fast.

NOTE: It will pay filling stations and garages to learn more about the Bowser complete gasoline and oil service. Write today for information regarding the new Bowser Piston-Type Visible Pump.

S. F. Bowser & Co., Inc.

Pioneer Manufacturers of Self-Measuring Pumps
Home Plant: Fort Wayne, Indiana
Canadian Plant: Toronto, Ontario
Factories and Warehouses:
Albany, Dallas, Milwaukee, San Francisco, Sydney.
District Offices: Albany, Atlanta, Chicago, Dallas, Denver, Detroit, Minneapolis, New York, Philadelphia, Pittsburgh, St. Louis, San Francisco, Toronto. Representatives Everywhere.
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BOWSER
ESTABLISHED 1885
ACCURATE MEASURING PUMPS

BOWSER PRODUCTS

For Handling Gasoline and Oils Wherever Sold or Used

Filling Station Pumps and Tanks for Gasoline.
Portable Tanks for Oil and Gasoline.
Storage and Measuring Outfits for Paint Oils, Kerosene and Lubricating Oils.
Power Pumps.
Carload Oil Storage Tanks.
Dry Cleaners' Under-ground Naptha Clarifying Systems.
Richardson-Phenix Oil Circulating and Filtering Systems and Force Feed Lubricators.

Write for Booklets

INVESTMENTS AND FINANCE

HOW THE RAILROAD DOLLAR COMES AND GOES

FORMIDABLE columns of figures exprest in thousands and millions are often unenlightening to the average reader who has not made a study of corporate finance. So the Illinois Central system has tried to make the story of railroad receipts and expenditures widely comprehensible by putting it in terms of the cents which make up a dollar. The figures are reprinted in a bulletin issued by the Association of Railway Executives. The railroad receives a dollar and spends it; and here is the way the Illinois Central Railroad's dollar was received and spent in 1921:

WHERE THE 1921 DOLLAR CAME FROM

	Cents
Transportation of freight (44,637,466 tons; average distance per ton 270.46 miles; average revenue per ton per mile 1.015 cents)	71.71
Transportation of passengers (37,027,889 passengers; average distance per passenger 25.25 miles; average revenue per passenger per mile, 3.104 cents)	16.98
Transportation of mail	1.69
Transportation of express	1.53
Sources related to freight service, such as demurrage and storage, and special service	0.49
Switching service	0.85
Sources related to passenger service, such as operation of parlor cars, excess baggage, etc.	0.56
Hotel, restaurant, dining and buffet service	0.58
Station and train privileges, and miscellaneous	0.32
Rents of equipment, road, buildings and other property, joint facilities, and miscellaneous income	2.79
Income from corporate investments	2.50
	100.00

WHERE THE 1921 DOLLAR WENT

	Wages Cents	Material Cents	Total Cents
Maintenance of tracks, roadbed, buildings, bridges and other structures (wages, 54.7%; material, 45.3%)	8.56	7.09	15.65
Maintenance of locomotives, freight and passenger cars and other equipment (wages, 62.67%; material, 37.33%)	11.87	7.07	18.94
Train, station and switching operations, and other transportation service (wages, 92.96%; material, 7.04%)	24.81	1.88	26.69
Traffic agencies, compilation and issuance of tariffs, miscellaneous traffic expenses (wages, 73.44%; material, 26.56%)	0.94	0.34	1.28
Hotel, restaurant, dining and buffet service (wages, 48.39%; material, 51.61%)	0.30	0.32	0.62
Fuel			7.50
Salaries of clerks and other general office employees			1.48
Legal expenses			0.18
Pension department expenses			0.16
Salaries of general officers			0.19
Valuation expenses			0.15
Miscellaneous general expenses			0.37
Depreciation and retirement of equipment			3.90
Loss, damage and casualties			1.97
Rent of equipment, leased lines, joint facilities and miscellaneous rents			2.45
Interest on bonds and other interest charges			6.85
Dividends on capital stock			4.48
Taxes			5.54
Balance available for enlarging and improving the property			1.60
			100.00

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CURRENT EVENTS

FOREIGN

uly 12.—Germany asks the Reparations Commission, reports Paris, to be relieved from all cash payments for the next three years.

uly 13.—The Reparations Commission notifies Germany that she must pay the 32,000,000 gold marks now due.

The Irish Republicans, reports Dublin, are making a stand on a line between Limerick and Waterford. Michael Collins becomes Free State Commander-in-chief.

Henry Morgenthau, former Ambassador to Turkey, reports Paris, is floating a $60,000,000 corporation to reorganize Austrian industry.

uly 14.—A Paris anarchist, according to dispatches from that city, fires three shots at the Prefect of Police, mistaking him for President Millerand.

The Hague Conference is reported to be deadlocked, with adjournment imminent.

Great Britain is prepared to send a Commission to America, reports London, to make arrangements for paying her war debt in full.

uly 15.—Famine and plague in Russia are under control, Secretary Hoover advises President Harding.

Irish Free State troops, reports Dublin, capture a Sligo town from the Republicans.

uly 16.—Free State troops, says a Dublin cable, capture the towns of Dundalk and Inchford from the Irish Republicans and take more than 300 prisoners.

Premier Poincaré of France, in an address at the dedication of a monument to the first soldier killed in the war, reiterates France's determination to insist on the terms laid down in the Treaty of Versailles.

July 17.—French and British representatives, reports Paris, are considering wiping out the French debt to England and reducing the German war bill from 132,000,000,000 to 50,000,000,000 gold marks.

Western Powers at The Hague agree to meet the Russians once more, in an effort to resuscitate the Conference.

July 18.—Two assassins of Foreign Minister Rathenau, cornered in Saalack Castle near Bad Koesen, Germany, shoot themselves as the police close in.

Joseph O'Sullivan and Reginald Dunn, the assassins of Field Marshal Sir Henry Wilson, are condemned to death.

DOMESTIC

July 12.—The anthracite operators accept Harding's arbitration plan for settling the coal strike, reports Washington, but the bituminous operators and the miners are still holding out.

Secretary Hughes and Premier Mackenzie of Canada meet in Washington to discuss a Canadian-American Treaty for the permanent limitation of armament on the frontier, to conform to treaties drawn at the Washington Arms Conference.

Efforts of the Railroad Labor Board to settle the nationwide shopmen's strike

DODGE BROTHERS
BUSINESS COUPE

This car represents a new and important achievement in commercial transportation. For the first time in motor car history, business men are enabled to buy a closed car, the body of which is built throughout of steel.

The advantages of this all-steel construction—reserved until now to open cars—are particularly marked in a coupe built to weather the wear and tear of hard commercial usage.

Immediately you will be impressed with the beauty and lightness of this coupe. Time will convince you of its unusual stamina. The doors snap neatly shut. Body squeaks are eliminated. Dodge Brothers enamel is baked on the surface of the steel—a permanent lustrous finish, impervious to wear.

The interior is roomy and thoughtfully equipped with every appointment necessary to the owner's comfort and all-weather protection.

Business houses that equip their salesmen with motor cars have been quick to recognize in this coupe a very unusual investment.

The price is $980 f. o. b. Detroit

DODGE BROTHERS

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People Used to Make Their Own Clothes

Perhaps your own grandfather wore clothes of "homespun". It is still possible to find people who wore, and liked them, although in our time, men in search of the best clothes go to a *specialist*.

Similarly, in the earlier days of the industry, many car builders made their own parts. There were, then, no specialists to whom they could refer the problems that bothered them.

Today, some builders of excellent cars continue to make most of their own essential parts. Other builders employ reputable parts makers. And both classes of car builders are successful.

It is universally recognized that building electric automotive apparatus is a job for the specialist. That is why we believe that Westinghouse, proven and tried and found sufficient to the problems presented by every other electrical field, can reasonably be expected to ably meet every condition that the automotive field sets up.

The builder who embodies in his car Westinghouse Automotive Equipment has considered not only the inherent quality of the apparatus, but also the extensive Field Service Westinghouse originated and which now covers the country. It will be worth your while to purchase a car that is Westinghouse equipped.

WESTINGHOUSE ELECTRIC & MANUFACTURING CO.
Automotive Equipment Department
Sales and Service Headquarters: 82 Worthington St., Springfield, Mass.

Westinghouse

Use Only Genuine Parts. Beware of Parasite Parts-Makers.

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CURRENT EVENTS
Continued

again prove futile, and traffic through out the country is heavily delayed.

July 13.—President Harding orders the us of Federal troops to maintain order o railways.

Dry and wet interests, reports Washing ton, argue the legality of the sale o liquor on American ships at a hearin before Attorney-General Daugherty.

Henry Ford opens a branch factory i Mexico, says a dispatch from Detroit "as part of a plan to pacify that coun try by giving the people work."

July 14.—The Railroad Labor Board, re ports Washington, makes another in effectual effort to settle the shopmen' strike. A Baltimore and Ohio train i fired on in Baltimore, and a striker i wounded in disorders in Chicago.

Senator Moses attacks the Chemica Foundation, the du Ponts, and th Textile Alliance, in connection with th alleged dye conspiracy.

July 15.—The use of trucks to carry mai begins in Indiana, reports Washington as the Railroad Labor Board abandon efforts to settle the shopmen's strike.

The coal miners reject President Harding' arbitration plan to end the coal strike

Henry Ford's offer to buy and lease th nitrate plant at Muscle Shoals is re jected by a Senate Committee.

July 16.—The War Department announce 50,000 applicants for military trainin camps which can accommodate 27,000

July 17.—Peace negotiations in the shop men's strike fail once more, and 8,00 oilers go out.

Secretary Weeks announces that Federa troops will be used to guard the rail roads against the striking shopmen an their sympathizers wherever local au thorities are unable or unwilling to giv protection.

Bituminous operators accept Presiden Harding's arbitration plan "in prin ciple."

July 18.—Charles R. Miller, for forty year editor of the New York *Times*, dies i New York City.

President Harding calls on the Governor of the twenty-eight coal States to pro tect the mines against union inter ference, so that the nation may have fuel.

Adolfo de la Huerta, Mexican Minister o Finance, confers with President Hard ing and Secretary Hughes.

The Man He Needed.—A steamboat was stranded in the river, and the captain could not get her off. Eventually a hard-looking fellow came on board and said:

"Captain, I understand you want a pilot?"

The captain asked, "Are you a pilot?"

"Well, they call me one."

"Do you know where the sandbanks are?"

"No, sir."

"Well, how do you expect to take me out of here if you don't know where they are?"

"I know where they ain't," was the reply.—*Good Hardware.*

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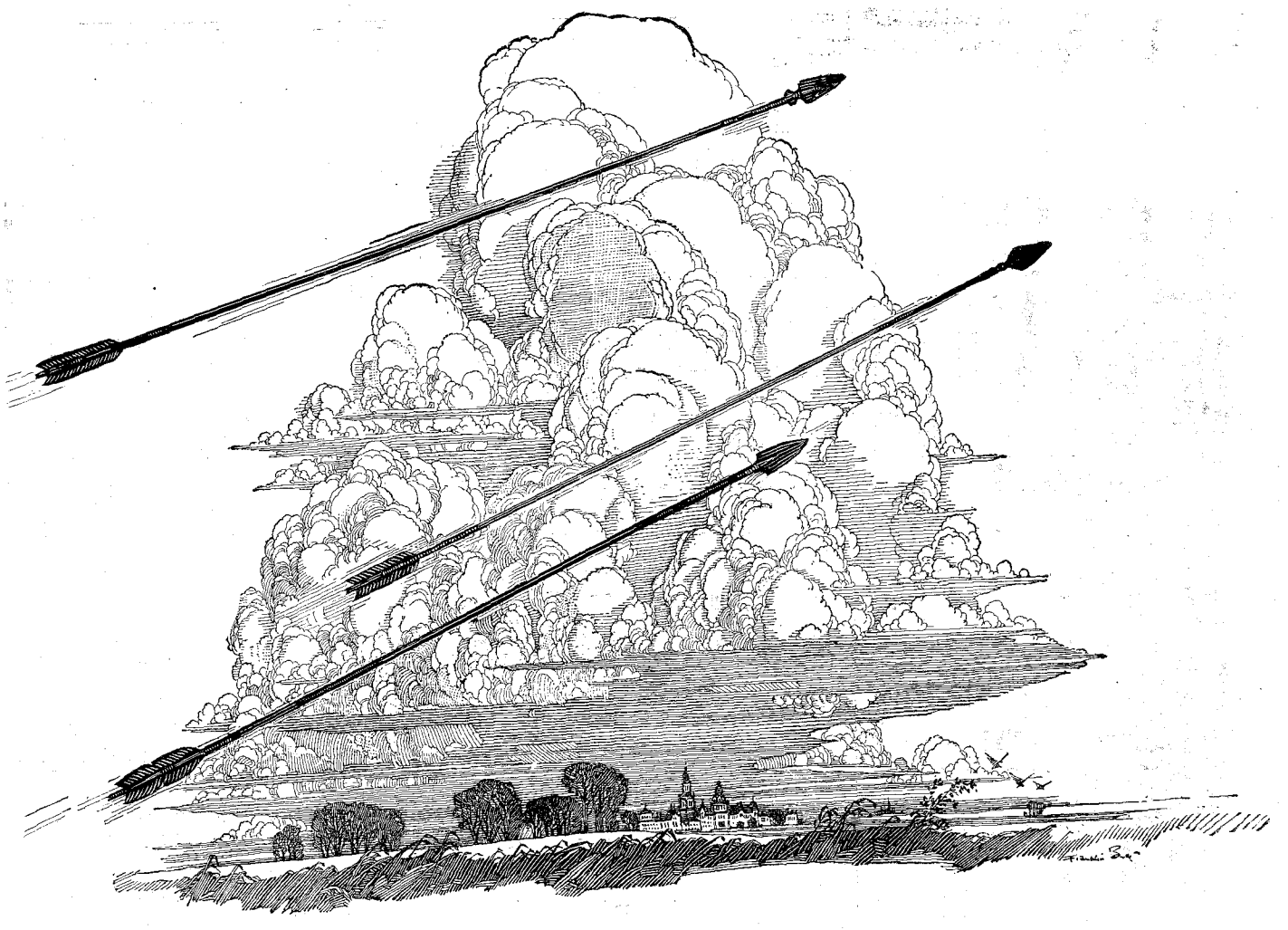

THE THREE ARROWS

"WHEN I was a boy," said the manufacturer, "at the age when a boy won't read a book unless it has Indians in it, I used to practice every day with a bow and arrow. On the back of my father's barn I painted a white target with an outer circle, an inner circle, and a bull's-eye in the center. After a time the outer area of that target bore the signs of many arrows, and the inner circle, too, gave evidence of a fair number of hits—but there were mighty few marks in the bull's-eye.

"The subject of advertising always carries my mind back to that target. In business today, there are so many of us aiming at the same markets that advertising has become a contest in marksmanship.

"Reduced to its simplest terms, the work of advertising is, first, to cause people to *know;* second, to cause them to *remember;* third, to cause them to *do.* If we accomplish the first, the arrow hits the outer circle. If we accomplish the second as well, we have hit nearer the center. But to score a bull's-eye we must accomplish all three.

"In my own line of business, for example, the advertising of my competitors is either so similar that people do not remember one from another; or else it strives so hard to be 'different' that it wanders away from the methods that sell merchandise.

"My own product is the leader in its field because its quality is backed by advertising strong enough to make itself known in any company; individual enough to be remembered apart from all competitors, and so sure in its knowledge of people that it awakens the buying urge.

"And the principal reason is this—when I chose an organization to do my advertising, I chose one whose record proved that it knew how to put the arrow in the bull's-eye."

N. W. AYER & SON

ADVERTISING HEADQUARTERS

NEW YORK BOSTON PHILADELPHIA CLEVELAND CHICAGO

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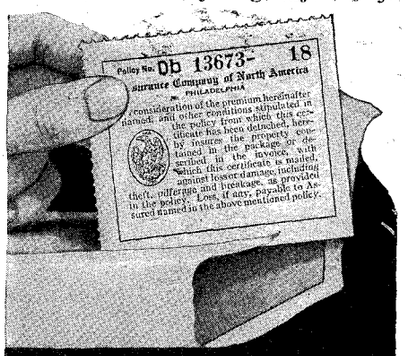

Insure your packages as you wrap them

Your packages can be insured with no inconvenience to your business.

To insure, tear a coupon from the North America Coupon Book and enclose it in your package. The entry on the stub is your shipping record. Payments of claims are prompt.

Mail us the memorandum below, and we will send you details.

Any insurance agent or broker can get you a North America Policy

Insurance Company of North America
PHILADELPHIA
The Oldest American Fire and Marine Insurance Company
Capital $5,000,000 Founded 1792

MEMORANDUM (Mail at once)
INSURANCE COMPANY of NORTH AMERICA Dept. L729
Third and Walnut Streets, Philadelphia, Pa.
Send information regarding Parcel Post Insurance
To _____ (Name)
Address _____
Mention also any other form of insurance (except life) in which you are interested.

Safe Milk
For Infants & Invalids

NO COOKING
The "Food Drink" for All Ages.
Quick Lunch at Home, Office and Fountains. *Ask for HORLICK'S.*
Avoid Imitations & Substitutes

INVENTORS Who desire to secure patent should write for our guide book "HOW TO GET YOUR PATENT." Send model or sketch and description of your invention and we will give opinion of its patentable nature.
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The U. S. Government, General Electric Co., Standard Oil Co., American Telegraph Co., etc., have used it for years
Over 3 Million Cans Sold Every Year
"X" RADIATOR LIQUID *Price, $1.50—Ford Size, 75c* At Service Station, Garages, Repair Shops and Hardware Stores
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Circular or Technical Advice on Request
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THE ▾ SPICE ▾ OF ▾ LIFE

On the Wide, Wet Sea.—The tourists on American ships these days are nearly all saloon passengers.—*Life.*

Hint for Burbank.—The real fisherman's paradise is a place where they've crossed the mosquito with the fish, insuring a bite every minute.—*Life.*

New Ideas.—"Where did you get the plot for your second novel?"

"From the film version of my first."—*Nashville Tennesseean.*

Several Assistants.—"Is Jackson a self-made man?"

"Oh, no! He was married several years before he became prosperous."—*Judge.*

Slight Remembrance.—MRS. STINGY—"Dear, the baby has swallowed a penny. What on earth shall I do?"

MR. STINGY—"Oh, well, let him have it. Next Thursday is his birthday, anyway."—*The Progressive Grocer.*

Corrected.—FATHER—"If you want to make a hit, my son, you must strike out for yourself."

SON—"You're mixed in your baseball talk, dad; if you strike out you can't make a hit."—*Boston Transcript.*

Good Ruler Wanted.—MR. BLIMP—"Remember, the hand that rocks the cradle rules the world. Don't forget that, dear."

MRS. BLIMP—"Then you come right in and rule the world a while. I'm tired."—*Good Hardware.*

Already Finished.—"Would you be interested in something to finish your furniture, madam?" asked the salesman at the door.

"No," said the housewife sadly. "We had a home-brew party here last night."—*Philadelphia Retail Ledger.*

To Wider Fields.—A young country minister, noted for his jollity, was dining at a farmhouse one Sunday and when his plate of roast chicken was passed to him, he remarked facetiously:

"Well, here's where that chicken enters the ministry."

"Hope it does better there than it did in lay work," rejoined the bright boy of the family.—*Boston Transcript.*

Completely "Missing" Engine.—That a reputation is sometimes sufficient upon which to run a car, was proved to the entire satisfaction of E. A. Powers, head of the English department of the Chico State Teachers College, when the professor successfully ran his machine, a popular make, for nearly half of a mile before he noticed that the engine was "missing."

"And 'missing' literally," said Powers. "I thought that I had run over a boulder just before starting down a long grade," he continued, "and it was not until I endeavored to pick up speed at the bottom of the hill that I noticed anything was wrong."

Upon examination Powers found that the engine of the car had dropt out, and that the machine had evidently coasted down the hill.—*News item in the Chico (Calif.) Record.*

Wales Papers Copy.—"Why is 'e call the Prince of Wales?"

"The King give 'im that name to plea Lloyd George."—*London Opinion.*

Where He Got It.—"Did that cub artist inherit his gift?"

"Presumably. His grandmother wa great hand for making crazy-quilts."—*Ju*

Helpless.—"Dad, one of the chaps sa I looked like you."

"An' what did you say?"

"Nothin'. He's a good bit bigger th me."—*The Bulletin (Sydney).*

Justifiable Homicide.—"Ah, you h no idea what seasickness is, Kather If you had it, and any one came and wan to kill you, you would offer to make him y sole heir!"—*Meggendorfer Blaetter (Munic.*

Same As Before.—"And your fri really married his typist. How do t get on?"

"Oh, same as ever. When he dicta to her, she takes him down."—*The B letin (Sydney).*

Two of a Kind.—Two Irishmen had laid a wreath of flowers on a comra grave, and while crossing another sec of the cemetery they saw a Jap lay rice on the grave of a countryman.

One of the Irishmen asked, "Whe you expect your friend to come and the rice?"

"When your friend comes to smell t flowers," was the quick reply.—*Bost Transcript.*

Fiction à la Mode.—A German nove a book in which two people want each o in the first chapter, but do not get other until the last chapter.

A French novel is a book in which t people get each other right in the f chapter, and from then on to the l chapter don't want each other any m

An American novel is a book in wh two people want each other at the sta get each other, and then want each ot clear through to the end.

A Russian novel, however, is one which two people neither want each o nor get each other, and about this profoundly melancholy pages are writt —*Translated by "World Fiction" (N York) from Jugend (Munich).*

A Real Cosmopolite.—The average So Dakota citizen gets up at the alarm a Connecticut clock, buttons his Chic suspenders to Detroit overalls, puts a pair of cowhide boots made in O washes in a Pittsburgh basin, using Cinc nati soap, and dries on a cotton towel m in New Hampshire; sits down to a Gra Rapids table, eats hot biscuits made wi Minneapolis flour, Kansas City bacon a Indiana grits fried in Omaha lard, cook on a St. Louis stove; buys Irish potatoe grown in Michigan and canned fruits pu up in California, seasoned with Rhod Island spices, claps on his old wool ha made in Philadelphia, harnesses his Missou mule, fed on Iowa corn, to an Indiana plow

At night he crawls under a New Jerse blanket and is kept awake by a Sout Dakota dog—the only home product o the place.—*Fischer Printing Co.*

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